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Mr. FREDERIC ALGAR, No. 11 Clements Lane
Lombard Street, London, is the authorized European Agent
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American Railroad Journal.

New York, Saturday, June 4, 1864.

Central Pacific Railroad.

The Legislature of California has passed an act agreeing to pay \$105,000 per annum interest on the bonds of the Central Pacific Railroad Company, and to meet the same by taxation in consideration of certain valuable covenants on the part of the company to be performed for the benefit of the State. It is contended by the opponents of the law, that it is unconstitutional, as the Legislature cannot create a debt of over \$300,000 without the consent of the people, "except in case of war to repel invasion or suppress insurrection." Nor loan its credit "to or in aid of any individual association or corporation." To this it is rejoined, that no debt is created by the law; that it is a gift donation for a good and sufficient consideration; that the State is in no way responsible for the payment of the bonds, they being issued by the company, and that by previous decisions of the Supreme Court of California in the case of McCauley the principle has already been settled, that such a contract is valid.

It is to be hoped that no more technical objections will be allowed to defeat the very judicious action of the Legislature, by which the people and the trade and the resources of that State will be enormously benefitted.

On the 15th of June the New York Central Company will pay the principal and the last coupon of their 7 per cent, Bonds of 1854-'64, at the Bank of Commerce in this city. Holders are at liberty to present the bonds at once, and receive the principal, and accrued interest since payment of last coupon. The interest on the bonds will cease after 15th June.

Enlargement of the Canals.—Counter Reports of the Canal Board.

At the last session of the Legislature of this State, there was an evident disposition to enlarge the Erie Canal and its feeders sufficiently to admit vessels, at least of the size of the Monitors, the business of transportation to be a consequence of this military aptitude, rather than a primary cause. In reply to a resolution of inquiry as to the propriety and necessity of enlarging the locks upon these canals, (the Champlain was not even named in the resolution,) two reports were sent in, a minority and majority report. As these documents furnish the principal arguments for and against the proposition, we have thought it well to give an abstract of them for future reference, for though it is not probable the measure will be carried for some years to come, we must nevertheless see it continually agitated. There are those whom political and personal interests will never permit to cease from continued attacks on the Treasury, who see in disbursement advantage to their private and partisan interests, and who will not permit the country or the State to enjoy the fruits of their industry, commerce or sacrifices, nor even revenue from their finished public works without a continual struggle to incur further expenditure and debt.

The majority report of the Canal Board in favor of the enlargement contained the following statements:

That the Erie Canal has, during the last two years nearly reached its maximum capacity for the transportation of property seeking tide water.

That, by reason of the large number of boats necessarily employed to move the tonnage, frequent crowds have been occasioned at the locks and at other places, creating embarrassing and vexatious delays, increasing the time of passage, and materially increasing the cost of transportation.

That the large amount of business now trans-

acted upon the canals, demands, and should have additional facilities, and, in our opinion, the retention of the present trade requires some radical improvements.

That the trunk line of the canal is capable of sustaining the pressure of a large and steady accumulation of trade for many years, and, that to fully appreciate and realize the value of the enlarged canals, it is necessary that the locks should have comparative capacity with them.

That, by thus increasing the capacity of the locks to pass a greater amount of property, the delays complained of would be avoided, the time of passage reduced, and the carrying of large cargoes instead of small ones, would sensibly reduce the cost of transportation.

That such a reduction would retain our present trade, and secure a large proportion of the increased productions of the Western States, which would naturally seek the channel of communication with the seaboard.

That the present unavoidable high rates of transportation tend to divert trade into other channels, and have a strong tendency to encourage the opening of new and rival routes.

That, in our opinion, a much greater necessity now exists for the initiation of improvements in our canals than in 1835, when the project of "enlargement" was determined upon.

The following table gives the total of tonnage for a series of 26 years:

From Western Year.	From this States, tons.	State, tons.	Total tons.
1837	56,255	331,251	387,506
1838	83,233	336,000	419,249
1839	121,671	264,596	385,267
1840	158,148	309,157	467,315
1841	224,176	308,344	532,520
1842	221,477	258,672	480,149
1843	286,376	378,969	665,345
1844	308,026	491,791	799,816
1845	304,551	655,039	959,590
1846	506,830	600,662	1,107,270
1847	812,840	618,412	1,431,252
1848	650,154	584,103	1,184,257
1849	768,059	498,068	1,266,724
1850	773,868	598,201	1,371,869
1851	968,998	541,684	1,508,677
1852	1,161,978	492,721	1,644,699
1853	1,216,090	637,748	1,851,438
1854	1,100,520	602,107	1,702,690
1855	1,092,876	827,830	1,420,715
1856	212,560	874,590	1,087,120
1857	919,998	197,204	1,117,199
1858	1,278,099	223,688	1,400,687
1859	1,086,634	144,899	1,451,533
1860	1,890,915	379,066	2,270,961
1861	1,158,425	891,184	2,449,600
1862	2,594,887	622,257	3,917,994

Stockholders owning not less than 100 preferred shares are alone eligible for directors, nor until a 7 per cent dividend is paid alike on the preferred and common stock of the Company can the common stockholders come into the direction. The number of directors is nine.

The principal place of business is at Dubuque, Iowa.

The formal conveyance of the road, franchise and property of the Dubuque and Pacific Railroad Company to the Dubuque and Sioux City Railroad Company was made on the 21st of August, 1860.

The Company thus re-organized and occupying the position of the old company, immediately took possession of the property, and back-dated their accession to power as of the 1st August 1860, which is held as the date of the re-organization. By the articles of agreement as already shown, this company succeed to all property, rights and franchises possessed by their predecessors. The share capital authorized is \$6,000,000 in shares of \$100 and of this \$2,000,000 may be issued as preference stock, that being about the amount of the old construction bonds and coupons thereon, for the non-payment of which the road had been sold. By the decree of foreclosure the holders of the preference stock alone are eligible to vote at elections, until the holders of the common stock realize from the earnings of the road a dividend equal to that promised to the preference stockholders, viz., 7 per cent, and should the whole stock earn a larger dividend then the preference and common stockholders are to receive dividends at the same rate.

The first report of the new company for the year ending 31st December 1861, shows that the road had earned largely considering the limited machinery and rolling stock on it, and handsomely over the earnings of former years. The road had already been opened to Cedar Falls a distance from Dubuque of 100 miles. The managers in the meanwhile had settled up the entire back payments, and also a large amount due upon old vouchers besides diminishing the floating debt; and in order to settle in full the floating debt a circular had been issued, asking the consent of the preferred shareholders to mortgage the first 100 miles of road, and issue the bonds at par for this purpose alone. At the date of the report however, but few responses had been received.

The liabilities discharged under the decree of foreclosure amounted to this date to \$2,539,343, comprising \$1,144,400 construction bonds \$149,308 interest, \$839,800 capital stock, and various smaller sums of floating debt. On the 1st January 1861, there were sold and outstanding construction bonds and interest thereon \$297,426, and also pledged and outstanding bonds and coupons \$105,180, making a total of \$402,606.

The lands granted by Congress to aid in the building of the road were about a million and a quarter acres of which about 350,000 acres had been sold by the Dubuque and Pacific Railroad Company or by the Trustees, leaving about 900,000 acres in the hands of the present company. Of this quantity they had sold 7,382 acres and pledged 76,981 acres. The prices realized from the lands sold had averaged between two and three dollars per acre.

From the Superintendent's report we learn that the condition of the road had been greatly improved during the year by a more thorough system of drainage and track repairs, and the track might be considered as in a fair condition. About 100 tons of iron, however, were required to put the track in proper condition for the economical working of the road. Stations, storehouses, etc., were also needed.

The rolling stock owned by the company consisted of 4 first class and 2 second class locomotives, and one switching engine; 65 box and 35 platform freight cars, and 7 passenger and 2 baggage cars—together a very insufficient complement for the business offering.

The facilities at Dubuque and at Dunleath for transhipment were also very inadequate and were about to be extended; and arrangements had been made so that through freight trains could be run from Cedar Falls to Chicago in thirty-six hours.

The passenger and freight trains of the Dubuque, Marion and Western Railroad had as heretofore been carried over 22 miles of the Dubuque and Sioux City Railroad, between Farley and Dubuque. The revenue derived from that source during the year (1861,) had been \$11,144.91.

The report also alludes to the ballasting, fencing and planting of trees along the line; and to arrangements made with the Illinois and Mississippi Telegraph Company for putting up a telegraph between Dubuque and Cedar Falls.

The annual report for 1862 shows a handsome increase in the earnings over those of 1861. Great efforts had been made during the year to retire all of the "Dubuque and Pacific obligations," but there were still outstanding—

Of sold bonds and coupons	\$103,573 00
Of bills payable	41,732 10
<hr/>	
	\$145,245 10

When these bonds and coupons are settled according to the decree of foreclosure, by conversion into preferred and common stock the only remaining portion of the "obligations" will be the 1st and 2d mortgage bonds for which no provisions was made in the decree, and these must be paid in cash. These were secured upon the first 30 miles of road only, and amounted with interest to about \$28,000. The total floating debt of the company on the 1st of January, 1863, as shown in the ledger account, amounted to \$222,601.02. The report alludes to the effort inaugurated last year to secure the consent of three-fourths of the preferred stockholders to mortgage the first division of the road for a sufficient sum to wipe out the floating debt entirely, and promises that if successful that a dividend will be paid them from the earnings of the year.

The report also alludes to an earnest effort being made to extend the road at once to Fort Dodge. Such extension would benefit various and large interests, and enable the holders of some 500,000 acres of land, derived through this road to dispose of it at remunerative rates. Until the road was built indeed the lands must remain un-sold and taxes accumulate.

The third annual report, or that for the year 1863, finds more than realized the highest expectations of the friends of the road. A dividend of 7 per cent, had been paid to the preferred stockholders

from the earnings of 1862, and a like dividend for 1863, one half having been paid in July, and one half been declared payable in July, 1864. The preferred stockholders had also acceded to the proposition to mortgage the road. Bonds to the amount of \$300,000 at 7 per cent., interest payable semi-annually, January 1, and July 1, and principal payable January 1, 1863, had consequently been placed in the hands of three trustees for negotiation, and \$261,000 of these had been sold at a premium—the remainder \$39,000 would be applied to settle up the balance of indebtedness, and thus free the company from floating debt.

In October, 1863, a contract was let for the construction of a portion of the Second or Fort Dodge Division of the road—from Cedar Falls to Iowa Falls 43 miles—and the work at the date of the report was progressing favorably. It is to be completed by the 1st of September next.

Contracts were also being negotiated, and arrangements perfected for the immediate extension of the remaining portion of the division to Fort Dodge. The total length of the division is between 92 and 93 miles in length.

Notwithstanding the large increase of earnings in 1863 the Superintendent reports that they would have been still larger if the Illinois Central Company had furnished sufficient facilities for taking away the grain and produce from Dubuque. On the last of October the freight got clogged; the elevator and all warehouses, and even the cars on the track became full. This state of matters continued at the date of the report.

The road continued in good condition except for the first 30 miles from Dubuque, the track of which is badly worn, and will require a hundred tons of new rails. Important additions and replacements had been completed, and many improvements were projected and progressing so as to furnish a first class railroad for public use.

The rolling stock on the 1st of January 1864, consisted of 9 locomotives and tenders, and of 130 eight-wheel, and 56 four-wheel cars. Of the 8 wheel cars 8 were passenger and baggage cars, and 122 freight, viz., 65 house, 20 stock and 37 platform cars; and of the four-wheel cars, 17 were hand, 19 truck and 20 dumping cars. All were reported in effective condition, and by improvements in the shops could be increased as needed on the present road. In view of its extension and increase of business more ample facilities for manufacture and repairs are recommended.

From the premises set forth in the several reports to which we have referred in compiling the history of this road, it must be evident that the enterprise has a brilliant future. Year by year since the reorganization, (which interposed a barrier between the bad management of the past, and the more rational proceedings of the present,) its prospects appear to brighten, and if no bad or foul management interpose we see nothing to hinder its becoming a first class property to all parties in interest. It will, however, take many years to develop the value of the line; but still with such advantages as it already possesses, nothing but an inapt directory can spoil its productive capacity.

The following tables exhibit the operations of the company since its reorganization in 1860.

INCOME ACCOUNT.		
Receipts and expenditures for the three years 1861, 1862, and 1863:		
1861.	1862.	1863.
Bal. from last year	\$31,317	\$113,096
Earnings from freight	152,181	224,802
" from pass.	42,935	68,783
" from mails	4,291	6,071
Rents	750	30
Total receipts	\$281,477	\$341,655
Transportation	\$99,731	\$105,628
Int. insurance, taxes, etc.	8,650	13,538
Company expenses	10,000	9,800
Materials and supplies on hand	8,875	.....
Total expenses	\$118,381	\$137,841
Surplus profits	\$113,096	\$203,814
		\$340,200

FINANCIAL CONDITION.

being an abstract from the General Ledger at the end of each fiscal year:

1861.	1862.	1863.
Stock—common	\$985,873	\$1,002,105
" preferred	1,483,904	1,731,652
First mort. bonds	.....	300,000
Bills payable	219,250	75,361
Judgment liens	11,466	104,240
Lands	12,927	.....
Trustees	43,500	43,500
Individual acc'ts	2,161	2,538
Circulation	17,000	24,000
Internal revenue	.....	2,329
Dividend fund	113,096	203,814
Surplus fund	.....	20,502
	\$2,870,015	\$3,179,833
Dub. & Pac. R. R.		
Co.'s obligat'ns	\$2,539,343	\$2,809,309
New construct'n, etc.	249,957	279,291
New equipment	47,653	63,196
Individual acc'ts	21,922	.....
Trustees	.....	4,072
Bonds on hand	.....	39,000
Bills receivable	5,060	.....
Company exp	5,247	.....
Uncol'd freights	9,172	15,759
Cash on hand	833	18,865
	\$2,870,015	\$3,179,833
		\$3,529,922

The "Dividend Fund" noted in the Ledger Account consists of the surplus profits from operating the road, and at the end of the year 1863 amounted to \$145,278, derived as follows:

Surplus profits 1860	.....	\$31,317
" 1861	.....	81,779
" 1862	.....	90,719
" 1863	.....	136,386
Total	.....	\$340,200

Dividends on preferred stock, viz: 7 per cent. on \$1,812,700 in March 1863. \$126,889 3½ " on \$1,943,800 in July 1863. 68,033

Total dividends paid \$194,922

Balance carried to Ledger \$145,278

A further dividend of 3½ per cent. on \$1,981,200, was payable on the 15th of January, 1864, and also the interest on the bonded debt on the 1st of the same month, which payments would reduce the balance to \$66,801.

The "Surplus Fund" is derived from the operation of the bonded debt, and from the proceeds of land sales. It is managed by the Trustees under the reorganization, and in 1863 operated as follows:

Amount received by Trustees as accumulated interest on coupons attached to first mortgage bonds at the time of sale	\$4,822 38
Amount received as premium on bonds sold	4,952 50
	\$9,774 88
Sundry expenses paid by Trustees	\$402 89
Coupons paid July 1, 1863	9,135 00
	9,537 89
Proceeds of sales of land grant, lands and town lots sold during 1863	108,697 92
	\$108,934 91
Amount to replace earnings paid for—	
D. & P. R. R. Co. obligations	\$1,825 34
Construction	27,966 88
Engineering	1,103 80
Right of way	2,382 88
Construction, Fort Dodge Division	19,976 07
Taxes on lands	10,985 27
Expenses charged to land account	4,883 76
Equipment	19,308 63
	88,423 73
Amount shown in Balance Sheet	\$20,508 18

PROGRESS OF DEVELOPMENT.

Exhibit of the earnings, expenses and profit, from the opening of the first section of the road on the 11th of May, 1857, to the 31st of December, 1863:

Years.	Miles.	Earnings.	Expenses.	Profits.
1857 (7 2/3 mos.)	30	\$57,760	\$29,231	\$22,439
1858	47	62,520	41,680	20,840
1859	60	58,630	39,080	19,540
1860	80	121,028	89,509	31,317
1861	100	200,160	118,381	81,779
1862	100	228,560	137,841	90,719
1863	100	276,197	139,811	136,386

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 3d week of May, were:

1864.	1863.
Passengers	\$11,213 57
Freight	6,551 75
Mail, express & telegraph	1,169 58
	750 00
Total	\$18,934 90
This month to date	\$63,641 44
	\$28,892 96

The earnings of the Chicago and Alton Railroad Company for the week ending May 23, were:

1864.	1863.
Passengers	\$17,801 00
Freight	20,622 59
Sundries	2,192 00
	1,719 73
Total	\$40,615 59
Increase 1864	\$2,390 48

The earnings of the Galena and Chicago Union Railroad for the week ending May 22, were:

1863.	1864.
Passengers	\$18,486 60
Freight	33,018 78
	23,018 78
Total	\$51,505 38
Increase 1864	\$2,390 48

The traffic of the Great Western Railroad for the week ending May 20th, 1864, was as follows:

Passengers	Freight and live stock	Mails and sundries
22,407 10	30,980 06	1,243 04
Total	\$51,679 68	\$51,679 68
Increase 1864	\$5,950 14	

Corresponding week of 1863 47,174 15

Total \$54,630 20

Corresponding week in 1863 47,174 15

Total \$54,630 20

The earnings of the Grand Trunk Railway for the week ending May 21, 1864, were:

Passengers	\$30,262 04
Express freight, mails and sundries	2,500 00
Freight and live stock	54,538 43
Total	\$87,800 47
Corresponding week, 1863	80,631 09

Increase \$6,669 38

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in May, 1864, were \$48,909 00

Corresponding week of previous year 24,428 00

Increase, 80 per cent \$10,481 00

The earnings of the Michigan Central Railroad for the 3d week in May, 1864, were \$66,420 00

Corresponding week of previous year 49,921 00

Increase \$16,499 00

The earnings of the Cleveland and Toledo Railroad for the 3d week in May, 1864, were \$26,065 00

Corresponding week of 1863 23,839 00

Increase \$2,226 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of May, 1864, were \$49,754 00

Corresponding week of previous year 53,215 00

Decrease \$3,461 00

The earnings of the Chicago and Rock Island Railroad for the third week in May, 1864, were \$48,441 00

Corresponding week of previous year 48,588 00

Decrease \$147 00

The earnings of the Chicago and Northwestern Railway for the 3d week in May, 1864, were \$40,934 45

Same period last year 23,560 91

Increase 73 per cent \$17,373 54

The earnings of the Hannibal and St. Joseph Railroad the first two weeks in May have been:

First Week.	Second Week.
1864	\$44,704 00
1863	\$31,202 00
	20,062 82

Gain \$13,502 00

In April, 1864, the earnings were \$209,465 93

April, 1863 124,868 01

Gain \$84,612 92

The earnings of the St. Louis, Alton and Terre Haute Railroad for the first 2 weeks in May, were:

1864 \$64,950 04

1863 48,202 97

Increase in 1864 \$16,747 07

The earnings of the Dubuque and Sioux City Railroad for the week ending May 21, 1864:

Passengers \$1,967 35

Freight 4,341 59

Total \$6,308 94

Corresponding week in 1863 \$4,977 81

Increase \$1,331 13

May 1 to 21, 1864 \$19,776 19

May 1 to 21, 1863 18,748 30

Increase \$8,027 69

Jan. 1 to May 21, 1864 \$109,351 68

Corresponding week in 1863 75,281 00

Increase \$15,070 68

MINING STOCKS--GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.										COPPER STOCKS.										IRON, COAL, ETC., STOCKS.										GOLD, SILVER, ETC., STOCKS.													
COMPANIES.	Number of Shares	Par Value	Paid on Shares	Market Price per sh.	COMPANIES.	Number of Shares	Par Value	Paid on Shares	Market Price per sh.	COMPANIES.	Number of Shares	Par Value	Paid on Shares	Market Price per sh.	COMPANIES.	Number of Shares	Par Value	Paid on Shares	Market Price per sh.	COMPANIES.	Number of Shares	Par Value	Paid on Shares	Market Price per sh.																			
Corsair	Ca.	200,000	5	34	COPPER:	Jefferson	L. S.	20,000	—	IRON:	Copake	N. Y.	50,000	50	11	GOLD, SILVER, AND QUICKSILVER:	Etna (G.)	Col.	50,000	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—								
Aston	Ca.	50,000	5	2	Keweenaw	"	20,000	—	Harewood	George's C'k C. & I. Md.	10,000	100	118	Acadia (G.)	N. S.	100,000	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
Acton Vale	Ca.	20,000	—	2	Kickapoo	"	20,000	—	Kahtadin	Mc.	3,000	100	—	Albion (G.)	"	100,000	3	24	Alpine (G.)	Col.	150,000	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Adventure	L. S.	20,000	—	20	King Phillip	"	20,000	—	Lake Superior	L. S.	20,000	25	—	Alps (G.)	"	100,000	5	—	American	"	200,000	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Albany and Boston	"	20,000	144	20	Knowlton	"	20,000	—	Massachusetts	Pa.	25,000	1	—	Am. & Mex. (S.)	N. M.	—	—	—	Am. Pioneer	A. T.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
Algonah	"	20,000	33	33	Lafayette	Ca.	200,000	1	Mount Pleasant	Pa.	10,000	50	—	Arizona (Silver)	"	100,000	2	—	At. & Pac. (G. & S.)	Nev.	50,000	10	33	At. & Pac. (G.)	Col.	200,000	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Alliance	Ca.	200,000	24	2	Lake	"	200,000	1	Teal Lake	L. S.	—	6	—	Bay State	L. S.	20,000	10	—	Bucks County	Pa.	—	—	—	Beacon (G.)	N. S.	200,000	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Allouez	L. S.	20,000	1	34	Lawnrence	L. S.	20,000	—	Teal Lake	L. S.	—	6	—	Black River	"	50,000	5	—	Benton (G.)	"	100,000	5	—	Buck Hawk (G.)	"	50,000	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Amygdaloid	L. S.	20,000	1	10	Lennoxville	Ca.	100,000	5	Tyson	—	—	—	—	Bolton	Ca.	20,000	10	—	Bullion (G.)	"	10,000	100	—	Bullion (G.)	—	200,000	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Anapolis	Md.	50,000	10	—	Logan	"	100,000	3	Tyson	—	—	—	—	Bore Hill	Ca.	—	—	—	Burroughs (G.)	"	100,000	10	—	Burroughs (G.)	—	100,000	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Arizona	Ariz. T.	10,000	100	—	Lyster	"	200,000	2	Tyson	—	—	—	—	Brown	Ca.	100,000	5	—	Briggs (G.)	"	10,000	100	—	Briggs (G.)	—	10,000	100	—	—	—	—	—	—	—	—	—	—	—	—	—			
Asot	Ca.	20,000	20	—	Madison	L. S.	23,000	—	Tyson	—	—	—	—	Buaver	"	20,000	—	—	Bullion (G.)	—	200,000	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Aster	L. S.	20,000	1	64	Malden	"	20,000	1	Tyson	—	—	—	—	Bedford	Ca.	123,000	5	2	Buck Hawk (G.)	"	50,000	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Atlas	"	20,000	—	1	Mandan	"	20,000	—	Tyson	—	—	—	—	Black River	"	200,000	24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
Astro	"	20,000	1	8	Manhattan	"	20,000	—	Tyson	—	—	—	—	Bolton	Ca.	20,000	5	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—									
Balt. and N. C.	N. C.	2,000	5	200	Marquette	"	20,000	—	Tyson	—	—	—	—	Bare Hill	Ca.	6,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—										
B. and Corinth	Vt.	20,000	10	—	Maryland	Md.	5	—	Tyson	—	—	—	—	Bay State	L. S.	20,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—										
Brooklyn	L. S.	20,000	2	—	Mass	L. S.	20,000	—	Tyson	—	—	—	—	Bever	"	20,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—										
Browne	Ca.	100,000	5	16	Massachusetts	"	20,000	—	Tyson	—	—	—	—	Buaver	"	20,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—										
Caesar	L. S.	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Bedford	Ca.	123,000	2	2	Briggs (G.)	"	10,000	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Caledonia	"	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Black River	"	200,000	24	—	Bullion (G.)	—	200,000	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Cambridge	"	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Bolton	Ca.	20,000	5	1	Buck Hawk (G.)	"	50,000	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Canada	Vt.	100,000	1	1	Michigan	"	20,000	—	Tyson	—	—	—	—	Bone Hill	Ca.	6,000	—	—	Briggs (G.)	"	10,000	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Carp Lake	L. S.	20,000	44	44	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Bullion (G.)	—	200,000	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
Cascade	"	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Burroughs (G.)	"	100,000	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Central	"	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Canadian (G.)	—	200,000	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
Champlain	Ca.	200,000	1	1	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Central (G.)	Col.	50,000	20	174	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Chatham	"	20,000	2	2	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Chaudiere (G.)	—	100,000	5	24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Chester	"	20,000	1	23	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Chebucto	N. S.	100,000	5	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Cheticamp	L. S.	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Colonial (G.)	—	100,000	24	356	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Chippewa	L. S.	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Colorado (G.)	Col.	50,000	10	44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Cleveland	Ca.	100,000	5	30	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Consol. Gregor (G.)	Col.	50,000	100	20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Cliff	L. S.	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Copalinche (G.)	—	200,000	20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Cliffon	"	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Corisannie (G.)	"	100,000	10	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Collin	"	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Corydon (G.)	"	100,000	25	44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Colombian	"	20,000	—	—	Michigan	"	20,000	—	Tyson	—	—	—	—	Brown	Ca.	100,000	5	16	Day & Bushnell (G.)	Col.																							

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash (—) signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length of road or projected		Equipment.	Car.	Companies.		Cost of Road and Equipment.	Share Capital paid in.	Bonded Debt.	Floating Debt.	Gross.	Nett.	Dividends on paid capital.	Par Value.	Market Price.	DESCRIPTION.			Amount outstanding.	Interest Rate.	Payable.	Principal payable.	Market Price.
	Completed: equi- val't in single trk.	In progress or projected			Horse.	N										in m.	in m.	in m.	in m.	in m.	in m.		
30 Nov. '63	3.36	—	MASSACHUSETTS.				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	46	—	—	—	—	—	—
30 Nov. '63	4.18	—	Boston and Chelsea.	110,000	140,000	—	12,500	62,446	7,200	7,200	21,196	94	—	—	—	—	—	27,500	7 J. & J.	1870	—	—	
30 Nov. '63	32.96	—	Broadway, Boston.	88,551	230,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '63	6.74	—	Cambridge	664,171	657,300	150,000	94	—	—	—	—	—	—	—	—	—	—	64	—	—	—	—	—
30 Nov. '63	8.27	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	—	—	—	—	—	—	—	125	—	—	—	—	—
30 Nov. '63	6.74	—	Dorchester	156,672	121,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '63	1.48	—	Dorchester Extension	12,800	12,800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '63	1.41	—	Dorchester and Roxbury	18,742	12,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '63	15.75	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,885	—	—	—	—	—	—	—	—	—	110	—	—	—	—	—
30 Nov. '63	3.41	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	—	—	—	—	—	—	—	25	—	—	—	—	—
30 Nov. '63	2.97	—	Medford and Charlestown	34,000	22,000	12,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '63	36.58	762	Metropolitan (Boston)	621,602	639,300	—	—	—	—	—	—	297,500	388,616	65,539	10	—	—	64	—	—	—	—	—
30 Nov. '63	7.50	216	Middlesex (Boston)	348,000	400,000	—	—	—	—	—	—	39,783	174,422	32,618	8	—	—	92	—	—	—	—	—
30 Nov. '63	5.63	63	Quincy	75,525	53,000	50,932	16,650	25,837	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov. '63	5.82	—	Salem & South Darvers	57,100	78,300	—	—	—	—	—	—	1,800	9,789	1,273	—	—	—	—	—	—	—	—	—
30 Nov. '63	2.68	—	Somerville	60,000	50,000	—	—	—	—	—	—	—	—	—	—	—	—	32	—	—	—	—	—
30 Nov. '63	2.50	10	Stoneham street (Boston)	31,000	32,900	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '63	7.75	61	Suffolk (Boston)	107,485	123,250	24,800	63,079	42,750	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '63	1.53	—	Union (Transportation)	228,179	190,000	20,000	48,178	217,253	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '63	3.21	—	West Cambridge	12,850	—	—	—	120	642	—	—	—	—	—	—	—	—	47	—	—	—	—	—
30 Nov. '63	2.25	—	West Roxbury	40,558	40,400	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '63	5.00	—	Wellesley	62,152	62,200	—	—	4,798	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	1.1	—	Worcester	89,000	69,000	20,000	—	—	6,202	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	Hartford City	30,000	30,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	NEW YORK.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	10.76	—	Avenue D (New York City)	236,036	200,000	27,500	324	52,327	—	—	—	14,015	3	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	6.50	—	Broadway (Brooklyn)	1,505	1,505	—	—	—	—	—	—	—	—	—	—	—	—	69	—	—	—	—	—
30 Sep. '62	24.01	—	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	—	—	—	10,868	—	—	—	—	—	48	—	—	—	—	—
30 Sep. '62	50.18	140	Brooklyn City	1,332,566	1,000,000	170,000	10,000	491,629	118,390	8	100	—	—	—	—	—	—	58	—	—	—	—	—
30 Sep. '62	10.50	85	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	2.50	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Cent'rl Pk., N. & E. Riv. (N.Y.)	454,554	350,020	101,000	7,689	—	—	—	—	—	—	—	—	—	—	69	—	—	—	—	—
30 Sep. '62	17.25	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	6.00	—	East & North River (N.Y.)	650	650	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	12.67	3.67	Eighth Avenue (N.Y.)	958,365	800,000	—	—	25,000	369,985	121,565	12	100	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	4.52	—	Fourteenth Street (N.Y.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	4.63	—	Grand St. & Newtown (W.G.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	10.00	42	Niagara Street (Buffalo)	413,948	705,300	22,000	—	—	89,498	19,430	—	100	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Ninth Avenue (N.Y.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	11.00	—	N.Y. Riv. & Wall St. Ferry (N.Y.)	1,200	1,200	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	16.00	—	Rochester City & Brighton	1,700	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	8.47	—	Second Avenue (N.Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	70	—	—	—	—	—	185	—	—	—	—	—
30 Sep. '62	8.37	533	Seventh Avenue (N.Y.)	1,089,317	750,000	25,000	—	—	358,032	88,184	10	100	—	—	—	—	—	220	—	—	—	—	—
30 Sep. '62	16.50	—	Tenth Av & 32d st. (N.Y.)	1,757,029	1,170,000	400,000	—	—	580,736	211,939	12	100	210	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Third Avenue (N.Y.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Utica City	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.82	—	NEW JERSEY.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	6.05	250	Hoboken and Hudson City	32,000	30,000	2,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	10.47	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	4.20	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.80	8	Orange and Newark	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Oct. '63	7.89	133	PENNSYLVANIA.	1,07,573	100,000	135,000	—	104,728	50,696	40	—	—	—	—	—	—	—	62	—	—	—	—	—
31 Oct. '63	8.13	126	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	34,867	30,168	20	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Oct. '63	4.12	13	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Oct. '63	4.38	120	Fairmount & Arch st. (Phil.)	194,017	200,000	—	—	2,050	63,459	14,824	75	—	—	—	—	—	—	—	34	—	—	—	—
31 Oct. '63	16.74	274	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	—	202,367	58,757	7	61	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '63	23.23	205	Germantown	369,446	112,245	250,000	—	—	133,506	26,745	6	60	—	—	—	—	—	—	—	—	—	—	—
31 Oct. '63	8.40	118	Girard College (Phila.)	160,000	160,000	—	—	—	—	76,430	19,682	98	303	—	—</td								

FEDERAL AND STATE SECURITIES.

RAILROAD EARNINGS—MONTHLY.

Chicago and Alton:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1860	55,734	55,123	74,690	63,995	56,211	76,426	81,463	105,635	94,928	107,788	73,751	64,937	638,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,985	72,196	81,994	90,625	95,096	128,191	132,630	119,400	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,673,706
1864	100,991	154,418	188,792	176,000	—	—	—	—	—	—	—	—	—
Chicago and Rock Island:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,063	126,090	100,440	83,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,600	145,839	92,873	75,467	1,181,003
1861	88,030	63,975	77,007	76,009	102,163	90,621	88,410	130,542	184,084	152,537	123,319	118,763	1,261,060
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,208	161,503	138,796	135,305	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,990,492
1864	200,440	176,783	141,476	175,838	—	—	—	—	—	—	—	—	—
Chicago and Northwestern:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	875,754
1861	48,325	45,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,688
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,188,197
1864	98,123	111,495	157,962	174,589	—	—	—	—	—	—	—	—	—
Cleveland and Toledo:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	58,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	84,640	98,528	88,401	105,253	955,959	—
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,380	1,574,893
Erie:	—	—	—	—	—	—	—	—	—	—	—	—	—
1859	304,708	319,563	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	433,311	457,161	393,409	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	69,097	601,595	638,006	626,070	587,416	525,842	596,024	615,062	756,421	885,136	902,906	963,859	3,400,354
1863	845,895	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,049	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	—	—	—	—	—	—	—	—	—
Galena and Chicago:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1859	62,421	66,943	92,280	88,708	122,008	110,656	89,527	119,280	208,803	196,984	123,907	89,344	1,269,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,523	145,889	150,359	200,276	231,326	172,700	122,309	1,720,986
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,466	129,019	188,039	205,575	159,630	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	—	—	—	—	—	—	—	—	—
Hudson River:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1859	102,161	100,659	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,961	169,549	220,370	2,075,822
1861	223,157	206,343	167,560	139,751	160,808	122,083	114,804	135,299	146,422	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	198,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,933	425,047	366,502	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	—	—	—	—	—	—	—	—	—
Illinois Central:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1859	132,936	134,311	154,690	153,644	144,894	149,502	139,102	181,612	246,829	245,392	250,742	192,382	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	192,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,562	324,020	243,249	224,401	2,599,812
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,448,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	348,929	511,306	475,576	496,433	437,879	424,631	4,671,028
1864	318,200	406,595	445,020	421,457	—	—	—	—	—	—	—	—	—
Marietta and Cincinnati:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
Milwaukee and Prairie du Chien:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	700,841
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	184,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	180,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,182	44,925	88,177	106,967	111,260	71,587	69,352	146,417	206,054	138,342	90,000	1,224,648
1864	102,748	116,136	88,222	140,417	—	—	—	—	—	—	—	—	—
Michigan Southern & Northern Indiana:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1859	104,346	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	123,627	127,273	196,821	233,561	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	163,728	157,500	187,226	200,826	181,983	180,915	226,519	276,109	325,818	305,284	279,589	2,647,833
1863	242,073	245,857	226,432	228,495	236,463	206,221	216,449	216,449	308,169	375,487	339,763	306,186	3,168,064
1864	252,435	278,348	348,802	338,275	—</								

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.			Description.	Amount.	Interest.			Description.	
		When payable.	Where payable.	Due.			When payable.	Where payable.	Due.		
Alabama and Florida:					Chicago and Rock Island:	1,397,000	7	Jan. & July.	New York.	1870	168
Mortgage	\$300,000	7	-----	1867	1st Mortgage	1,250,000	7	Feb. & Aug.	New York.	1845	100
Convert. (guar. by Dir.)	150,000	7	-----	1863	Chicago and Northwestern:	3,600,000	7	" "	"	1885	94
Alabama and Tenn. Rivers:					Preferred Sinking Fund	756,000	7	May & Nov.	" "	1863	95
Mortgage convertible	833,000	7	Jan. & July.	New York.	General 1st Mortgage	2,000,000	6	" "	" "	1890	100
2d Mortgage	225,705	8	-----	1864	Bonds issued for coupons of do.	184,000	7	Feb. & Aug.	" "	1855	99
Albany, Vt., and Canada:					Appleton Extension Bonds	300,000	7	" "	" "	1885	95
1st Mortgage	600,000	7	March & Sept.	New York.	Green Bay Extension Bonds	245,000	8	Jan. & July.	" "	1885	95
Albany and West Stockbridge:					Flagg Trust Bonds	-----	-----	-----	-----	-----	-----
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	Cincinnati, Hamilton and Dayton:	384,000	7	Jan. & July.	New York.	1867	110
Androscoggin and Kennebec:					1st Mortgage	950,000	7	May & Nov.	" "	1880	110
Million Dollar Loan	192,100	6	June & Dec.	Portland	2d Mortgage	-----	-----	-----	-----	-----	-----
\$1,100,000 Loan	804,600	6	" "	or	1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	-----
Stock, convert. (Coupon)	710,000	6	-----	Waterv.	2d Mortgage	574,000	7	Feb. & Aug.	-----	-----	-----
Atlantic and Great Western:					3d Mortgage	158,000	7	-----	-----	-----	-----
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	Income	250,500	7	-----	-----	-----	-----
Ohio " 1st Mortgage	4,000,000	7	" "	1877	Tunnel Right	1,000,000	7	-----	-----	-----	-----
N. York " 1st Mortgage	1,000,000	7	" "	1878	Cleveland and Mahoning:	850,000	7	Feb. & Aug.	New York.	1873	115
Atlantic and St. Lawrence:					1st Mortgage	244,200	7	March & Sept.	-----	1864	110
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland,	3d Mortgage	658,200	8	" "	-----	1876	-----
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	Clev., Painesville and Ashtabula:	228,000	7	Feb. & Aug.	New York.	1862	94
City of Portland Loan (Coupon)	1,000,000	6	Various	N.Y., P.&B.	2d Mortgage	500,000	7	" "	" "	1878	121
Baltimore and Ohio:					Special (Sunbury and Erie)	900,000	7	-----	-----	1880	-----
Maryland Sterling Bds of 1838:	3,000,000	5	Ja. Ap. Ju.Oc.	London.	Dividend Mortgage	-----	-----	-----	-----	-----	-----
Mortgage Coupon	" 1853	6	April & Oct.	Baltimore.	Cleveland and Pittsburg:	800,000	7	Feb. & Aug.	New York.	1860	-----
" " 1850	700,000	6	Jan. & July.	"	1st Mortgage (Main Line)	1,189,000	7	March & Sept.	" "	1873	107
" " 1855	1,128,500	6	Jan. & July.	1880	2d Mort. (M. L.) or 1st Extension	1,136,000	7	" "	" "	1875	106
" " 1854	1,000,000	6	Ja. Ap. Ju.Oc.	1881	3d Mort. (M. L.) or 2d Extension	1,059,028	7	" "	" "	1886	92
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	1882	4th Mort. (M. L.) or 3d Extension	20,000	7	-----	-----	1887	-----
Bellefontaine and Indiana:					River Line bonds	-----	-----	-----	-----	-----	-----
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1st Mortgage, Columbus and Clev.:	509,000	7	Jan. & July.	New York.	64-90	-----
2d Mortgage	164,000	7	" "	1876	Cleveland and Toledo:	-----	-----	-----	-----	-----	-----
Belvidere Delaware:					Junction 1st Mortgage 1st Div.	234,000	7	April & Oct.	New York.	1867	101
1st Mort. (guar. O. and A.)	1,000,000	6	June & Dec.	New York.	Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	Tol. Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
3d Mortgage (do.)	689,500	6	Feb. & Aug.	"	Tol. Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
Boston Concord and Montreal:					C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	C. and T. Income (convertible)	119,000	7	Jan. & July.	-----	1864	-----
1st Mortgage	300,000	7	" "	1865	C. and T. Income (convertible)	169,000	7	" "	-----	1864	-----
2d Mortgage	100,000	6	Jan. & July.	1866	C. and T. Income (convertible)	126,410	7	April & Oct.	New York.	1865	70
2d Mortgage Coupons	250,000	7	" "	1867	C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	-----
2d Mortgage Coupons	200,000	6	" "	1868	C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1855	118
Boston and Lowell:					Columbus and Xenia:	74,900	-----	June & Dec.	New York.	var.	-----
Mortgage	440,000	6	Jan. & July.	Boston.	Connecticut River:	250,000	6	March & Sept.	Boston.	1878	106
Buffalo, New York and Erie:					1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	Connecticut and Passump. Rivers:	-----	-----	-----	-----	-----	-----
2d Mortgage coupon	426,714	7	May & Nov.	"	1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Buffalo and State Line:					Cumberland Valley:	-----	-----	-----	-----	-----	-----
1st Mortgage	500,000	7	April & Oct.	New York.	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	-----
Income \$ in '99, \$ in '72	200,000	7	Jan. & July.	"	2d Mortgage	109,500	8	" "	" "	1904	-----
Unsecured	200,000	7	" "	1864	Dayton and Michigan:	300,000	8	Jan. & July.	New York.	1867	-----
Special Erie and North-East	149,000	7	" "	"	1st Mortgage	2,503,000	8	" "	" "	1881	100
Burlington and Missouri:					2d Mortgage	Dayton and Western:	-----	-----	-----	-----	-----
1st Mort. on 1st Division	590,000	6	Feb. & Aug.	New York.	1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
Cairo and Fulton (Mo.):					2d Mortgage	250,000	7	June & Dec.	-----	40	-----
State (Mo.) Loan	650,000	6	-----	"	Delaware:	-----	-----	-----	-----	-----	-----
Camden and Amboy:					1st Mortgage	1,150,000	7	Jan. & July.	Philadelphia.	1904	-----
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	2d Mortgage	500,000	6	" "	" "	1875	102
Converted Sterling Loan	798,200	5	-----	"	Guaranteed	100,000	6	Jan. & July.	Philadelphia.	1875	100
American Loan	782,000	6	-----	New York.	State Loan	170,000	6	" "	" "	1876	-----
Extra Dividend Loan	334,458	6	-----	1864	Delaware, Lackawanna and Wn:	900,000	7	April & Oct.	New York.	1871	112
Loan for \$500,000	500,000	6	-----	1864	1st Mortgage (Lack. & Western)	1,499,000	7	" "	" "	1875	116
" " \$300,000	700,600	6	-----	1867	1st Mortgage (H. Extension)	2,616,500	7	March & Sept.	" "	1881	117
" " \$75,000	675,000	6	-----	1870	Detroit and Milwaukee:	-----	-----	-----	-----	-----	-----
" " \$1,700,000	1,700,000	6	-----	1875	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
" " \$2,500,000	867,000	6	-----	1883	2d Mortgage	1,000,000	8	" "	" "	1866	-----
Consolid. Mort. Loan \$5,000,000	-----	6	-----	1883	3d Mortgage (convertible)	750,000	10	" "	" "	1863	-----
Camden and Atlantic:					4th Mortgage (G. W. R.R.)	500,000	8	-----	-----	-----	-----
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	Dubuque and Sioux City:	300,000	7	Jan. & July.	New York.	1883	-----
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1st Mortgage coupon	300,000	7	-----	-----	-----	-----
Cayuga and Susquehanna:					1st Mortgage	344,000	7	-----	-----	-----	-----
1st Mortgage	300,000	7	Jan. & July.	New York.	Eastern (Mass.):	-----	-----	-----	-----	-----	-----
Central of New Jersey:					Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	63-64	111
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	2d Mortgage (convertible)	50,000	5	Jan. & July.	London.	1872	98
2d Mortgage	600,000	7	May & Nov.	"	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
Central Ohio:					4th Mortgage (G. W. R.R.)	500,000	8	-----	-----	-----	-----
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1st M. (State) \$75,000 a y'r after '64	300,000	7	Jan. & July.	New York.	1883	-----
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	1864	1st Mortgage	344,000	7	-----	-----	-----	-----
2d Mortgage	800,000	7	June & Dec.	1864	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
3d Mortgage (S. F.)	950,000	7	" "	1865	2d Mortgage	1,000,000	8	" "	" "	1866	-----
4th Mortgage (S. F.)	1,365,800	7	" "	1865	3d Mortgage (convertible)	750,000	10	" "	" "	1863	-----
Charleston and Savannah:					4th Mortgage (G. W. R.R.)	500,000	8	-----	-----	-----	-----
1st Mortgage (endorsed)	510,000	6	-----	1866	1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	-----
2d Mortgage	1,000,000	7	-----	1866	1st Mortgage	344,000	7	-----	-----	-----	-----
Cheshire:					2d Mortgage	-----	-----	-----	-----	-----	-----
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	3d Mortgage (convertible)	-----	-----	-----	-----	-----	-----
Chicago, Burlington & Quincy:					4th Mortgage (convertible)	-----	-----	-----	-----	-----	-----
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
" " inconvertible	3,034,000	8	" "	1883	2d Mortgage	1,000,000	8	" "	" "	1866	-----
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	1883	3d Mortgage	750,000	10	" "	" "	1863	-----
Plain Bonds, inconvertible	935,500	44	July.	Frankfort o.M.	4th Mortgage (G. W. R.R.)	500,000	8	-----	-----	-----	-----
Chicago and Aurora, 1st Mort.	125,000	7	Jan. & July.	New York.	1st Mortgage (convertible)	300,000	7	Jan. & July.	New York.	1883	-----
Central Military Tract, 1st Mort.	106,000	7	" "	1887	2d Mortgage	160,000	-----	-----	-----	-----	-----
" " " 2d Mort.	53,000	8	May & Nov.	1884	3d Mortgage	66,950	-----	-----	-----	-----	-----
" " " Plain	25,000	8	March & Sept.	1885	4th Mortgage	-----	-----	-----	-----	-----	-----
Chicago and Alton:					1st M. (State) \$75,000 a y'r after '64	500,000	5	Ja. Ap. Ju.Oc.	" "	65-71	-----
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1st Mortgage	970,000	-----	-----	-----	-----	-----
1st Mortgage pref. S. F.	585,000	7	April & Oct.	"	State, 1st Mortgage	1,602,000	-----	-----	-----	-----	-----
Income Bonds	1,100,000	7	May & Nov.	1882	Endorsed by State of Tennessee	20					

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest	Interest.			Description.	Amount	Interest	Interest.		
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.
Galena and Chicago Union:											
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York	1882	116	Memphis and Ohio:				
2d Mortgage (S. F.) Coupon	1,536,000	7	May & Nov.	"	1875	111	State (Tenn.) Loan	\$1,340,000	6		
Elgin and State Line	159,000	7	Jan. & July	"	1879	---	Michigan Central:				
Great Western, Ill:							1st Mortgage Sterling	467,489	6	Jan. & July	London
1. 1st Mortgage Western Division	1,000,000	10	April & Oct.	New York	1883	106	1st Mortgage 8% (convertible)	500,000	8	March & Sept.	"
" Eastern	1,350,000	7	Feb. & Aug.	"	1865	1024	1st Mortgage (convert.) Dollar	2,598,000	8	"	N.Y. & Boston
Hannibal and St. Joseph:							1st Mortgage (S. F.) convertible	4,434,000	8	April & Oct.	"
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July	New York	173-187	92	Mich. Southern and N.W. Indiana:				
Land Security	3,344,600	7	April & Oct.	"	1881	110	Michigan Southern, 1st	14,000	7	May & Nov.	New York
Convertible Bonds	822,000	7	Jan. & July	"	1883	100	Northern Indiana, 1st	42,000	7	Feb. & Aug.	"
Harrisburg and Lancaster:							Erie and Kalamazoo	103,000	7	March & Sept.	"
New Dollar Bonds	661,000	6	Jan. & July	Philadelphia	1883	1124	Michigan Southern, conv.	16,000	7	"	"
Hartford and New Haven:							Jackson Branch	20,000	7	Feb. & Aug.	"
1st Mortgage	927,000	6	Feb. & Aug.	New York	1883	99	Goshen Air Line	81,000	7	"	"
Housatonic:							Detroit and Toledo	701,000	7	"	"
1st Mortgage	189,000	6	Jan. & July	Bridgeport	1877	---	1st General Mortgage (S. F.)	812,000	7	"	"
Houston and Texas Central:							2d General Mortgage	5,073,000	7	May & Nov.	"
State (1st Lien) Loan	210,000	7	---	---	1866	---	1st General Mortgage	2,656,500	7	"	"
Mortgage	125,000	7	---	---	1866	---	Milwaukee and Beloit:	630,000	8		
Hudson River:							1st Mortgage	420,000	8		
1st Mortgage	4,000,000	7	Feb. & Aug.	New York	169-270	117	1st Milwaukee and Horicon:				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	123	1st Mortgage	420,000	8		
3d Mortgage	1,340,000	7	May & Nov.	"	1875	123	2d Mortgage	600,000	8		
Convertible	1,002,000	7	"	"	1867	104	Milwaukee and Prairie du Chien:				
Illinois Central:							1st Mortgage (Coupon)	2,427,000	7	Jan. & July	New York
Optional Eight bonds	33,000	7	Jan. & July	New York	1868	---	Minnesota and Pacific:				
Construction	11,432,500	7	April & Oct.	London	1875	---	Real Estate	1,200,000	7	Jan. & July	"
Construction	2,896,500	6	"	New York	1875	1184	1st Mortgage	350,000	7	"	"
Eight per cent. bonds	287,000	8	March & Sept.	"	1865	---	Mississippi Central:				
Indiana Central:							1st Mortgage	1,007,363	7		
1st Mortgage (convertible)	600,000	7	Jan. & July	New York	1866	---	Mississippi Central and Tenn.:				
2d Mortgage	364,000	10	"	"	120		State (Tenn.) Loan	529,000	6		
Income	20,500	---	---	---	---		Mississippi and Missouri:				
Indianapolis and Cincinnati:							1st Mortgage (convertible)	1,000,000	7		
1st Mortgage	500,000	7	Jan. & July	New York	1866	106	2d Mortgage (S. F.)	400,000	8	"	"
2d Mortgage	400,000	7	"	"	1862	100	Oskaloosa Division	500,000	7	"	"
Real Estate Mortgage	200,000	7	"	"	1858	68	1st Land Grant	2,000,000	7	"	"
Ind. Pittsburgh and Cleveland:							2d Land Grant	700,000	7	"	"
1st Mortgage	650,000	7	Jan. & July	New York	1870	---	Mississippi and Tennessee:				
2d Mortgage	314,000	7	"	"	1867	70	Tennessee State Loan	98,000	6		
Indiana and Madison:							Mississippi State Loan	202,759	6		
Mortgage	661,000	7	May & Nov.	New York	1881	83	1st Mortgage	171,000	7		
Jeffersonville:							Mobile and Ohio:				
1st Mortgage	187,000	7	March & Sept.	New York	1861	75	City (Mobile) Tax Loan	400,000	6		
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Tennessee State Loan	674,860	6		
Kanebbee and Portland:							Alabama State Loan	389,410	6		
1st Mortgage (City and Town)	800,000	8	April & Oct.	Boston	1870	---	Income	1,508,010	8	Jan. & July	New York
2d Mortgage	230,000	6	"	Augusta	1861	---	Sterling	878,035	6	"	"
3d Mortgage	250,000	6	"	"	1862	---	Montgomery and West Point:	200,970	6		
*Kentucky Centr. (Cov. and Lex.)							Alabama State Loan	122,622	---		
1st Mortgage	160,000	6	---	---	---		Mortgage (due 1860, '63 and '65)	350,000	6		
1st Mortgage	200,000	7	---	---	---		Mortgage	450,000	8		
2d Mortgage (convertible)	1,000,000	7	---	---	---		1st Mortgage	249,000	7		
3d Mortgage	600,000	7	---	---	---		Nashville and Chattanooga:				
Guaranteed by Covington	200,000	6	---	---	---		Mortgage (State endorsed)	1,500,000	---		
Cincinnati (exchanged)	100,000	6	---	---	---		Chat. and Clev. Subs. (endors.)	231,000	---		
Keokuk, Ft. D. Moines and Minn.:							*New Albany and Salem:				
City of Keokuk, 20 years	400,000	8	---	---	---		Crawfordsville	175,000	7		
City of Keokuk, (special tax)	150,000	10	---	---	---		1st Mortgage	500,000	10		
Keokuk, Mt. Pleasant and Muscatine:							1st Mortgage	2,235,000	6		
Lee County	150,000	8	---	---	---		N. Hav., N. Lond. and Stonington:				
City of Keokuk	200,000	8	---	---	---		Mortgage	450,000	7	March & Sept.	New Haven
La Crosse, Viroqua & Mineral Pt.:							2d Mortgage	200,000	6	Jan. & July	"
1st Mortgage	4,000,000	7	June & Dec.	New York	1888	---	Extension	116,000	6	May & Nov.	"
Lehigh Valley:							New Haven and Northampton:				
1st Mortgage	1,466,000	6	May & Nov.	Philadelphia	1873	110	1st Mortgage	500,000	7	Jan. & July	New Haven
Long Island:							New Jersey:				
State Loan (S. F.)	100,000	5	Jan. & July	New York	1876	---	Company's (various)	688,000	---	Semi-annually	New York
2d Mortgage	500,000	6	Jan. & July	New York	1870	101	New London Northern:			var.	
Extension Bonds	175,000	7	May & Nov.	"	1890	101	1st Mortgage	51,000	7	Jan. & July	New London
Long Dock Co.:							N. Or'ls, Jackson and Gt. North.:				
Mortgage Bonds	500,000	7	June & Dec.	New York	1882	110	State (Miss.) Loan	255,000	5		
Mortgages on Land	473,309	7	"	"	---		1st Mortgage Coupon	2,666,000	8	Jan. & July	New York
Louisville and Frankfort:							1st Mortgage	1,500,000	5	"	
Mortgage, due 1864, '69 and '74	130,000	6	---	---	---		Extension	116,000	6	"	
Little Miami:							New Haven and Northampton:				
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York	1883	103	1st Mortgage	500,000	7	Jan. & July	New Haven
Long Island:							New Jersey:				
State Loan (S. F.)	100,000	5	Jan. & July	New York	1876	---	Company's (various)	688,000	---		
2d Mortgage	500,000	6	Jan. & July	New York	1870	101	New London Northern:				
Extension Bonds	175,000	7	May & Nov.	"	1890	101	1st Mortgage	51,000	7	Jan. & July	New London
Louisville and Frankfort:							N. Or'ls, Jackson and Gt. North.:				
Louisville Loan:							State (Miss.) Loan	255,000	5		
1st Mortgage	100,000	5	Jan. & July	New York	1881	---	1st Mortgage	7,146,104	6	May & Nov.	New York
Louisville and Nashville:							2d Mortgage	24,000	7	Jan. & July	"
State (Tenn.), 1st Lien	560,500	6	Jan. & July	New York	188-192		3d Mortgage	1,448,000	7	Feb. & Aug.	"
1st Mortgage	2,000,000	7	Feb. & Aug.	"	1883		4th Mortgage	663,000	6	May & Nov.	"
Lebanon Branch 1st Mortgage	400,000	7	---	---	---		5th Mortgage	78,000	6	"	"
Memphis Branch 1st Mortgage	300,000	7	---	---	---		Real Estate (S. F.) Bonds	165,000	6	"	"
McMinnville and Manchester:							Real Estate Bonds & Mortgages	210,273	7	var.	"
State (Tenn.)	372,000	6	---	---	---		Bonds of June, 1854	25,502	6	"	"
Mortgage	24,000	7	---	---	---		Bonds of June, 1854	2,949,200	7	June & Dec.	"
Mortgage	10,000	6	---	---	---		Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	"
Marietta and Cincinnati:							Bonds of Dec. 1862, (S. F.)	6	June & Dec	"	
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York	1891	1044	New York and Erie:				
1st Mortgage sterling	1,000,000	7	"	"	1891	---	1st Mortgage	3,000,000	7	May & Nov.	New York
Memphis and Charleston:							2d Mortgage	4,000,000	7	March & Sept.	"
State Tenn. Loan	1,100,000	6	---	---	---		3d Mortgage	6,000,000	7	"	"
1st Mortgage	1,600,000	7	---	---	---		4th Mortgage	5,120,000	7	April & Oct.	"
Memphis, Clarksville, and Louisv.							5th Mortgage	1,739,500	7	June & Dec.	"
State (Tenn.) Lo	0	6	---	---	---		Buffalo Branch	200,000	7	Jan. & July	"
							New York and Harlem:				
							1st Mortgage	3,000,000	7	May & Nov.	New York
							2d Mortgage	1,000,000	7	Feb. & Aug.	"
							3d Mortgage	980,300	7	Jan. & July	"
							New York and New Haven:				
							Plain Bonds, Coupon	912,000	7	June & Dec.	New York
							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount	Interest	Interest			Description	Amount	Interest	Interest		
			When payable.	Where payable.	Due				When payable.	Where payable.	Due
N. York, Providence and Boston:						Racine and Mississippi:					
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78	1st Mortgage (Eastern Division)	\$680,000	8		New York.	
North Carolina:						1st Mortgage (Western Division)	757,000	8		"	1876
State Loan	3,000,000	6				Raleigh and Gaston:					35
North-Eastern (S. C.):						Coupon	100,000				
1st Mortgage	700,000					Richmond and Danville:					
2d Mortgage	224,500					State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.
Northern Central:						Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859
Md. State Loan (Irredeemable)	1,500,000	6	"	"		Richmond, Fred. and Potomac:					
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	Sterling (£67,000)	324,006	6			
Y. and C. guar. by Balt. 3d Mort.	25,000	6	Jan. & July	"	1871	Coupon	159,000				
N. G. Contract	600,000	6	"	"	1877	Rutland and Burlington:					
Construction, 2d Mort.	7,100	6	Ja. Ap. Ju. Oc.	"	1875	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863
Northern (Ogdensburg):	2,500,000	6	Jan. & July	"	1885	2d Mortgage	937,500	7	"	"	76
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	3d Mortgage	440,000	7	"	"	36
2d Mortgage	3,077,000	7	"	"	1861	Sacramento Valley:					8
North Missouri:						1st Mortgage	400,000	10	Jan. & July.	New York.	1875
State Loan (30 years)	4,350,000	6	Jan. & July	New York.	72-87	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881
North Pennsylvania:						Sandusky, Dayton and Cincinnati:					
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	997,000	7				
Chattel Mortgage	380,000	10	"	"	1887	1,000,000	7				
Northern (N. H.):						Six per cents	422,324	6			
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	64-74	Sand'sky, Mansfield and Newark:					
Norwich and Worcester:						1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866
Masa. State Loan	400,000	6	Jan. & July	Boston.	1877	Saratoga and Whitehall:					
Bonds for Dividend Scrip	100,000	7	"	New York.	64-74	1st Mortgage	250,000	7	April & Oct.	New York.	1858
Steamboat Bonds	200,000	7	Feb. & Aug.	"	1870	1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1860
Ohio and Mississippi (O. and Ind.):						Seaboard and Roanoke:					
1st Mortgage	2,050,000	7	Jan. & July	New York.	1872	1st Mortgage	300,000	7			
2d Mortgage	258,000		April & Oct.	"	1880	3d Mortgage	75,000	7			
Construction	4,242,000		March & Sept.	"	1876	Dividend Bonds	129,083	7			
Income	3,220,000		May & Nov.	"	1881	South Carolina:					
Orange and Alexandria:						State Loan	187,000	5			
1st Mortgage	400,000	6	May & Nov.	New York.	1866	Sterling	183,333	6			
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	"	1876	Southern Mississippi:	2,000,000	5			
600,000	8	May & Nov.	"	"	1878	1st Mortgage	500,000				
Pacific (Mo.):						South-Western (Ga.):					
State (Mo.) Loan	7,000,000	6	Jan. & July	New York.	71-87	1st Mortgage	631,000				
State Loan (S. W. Branch)	1,268,000	6	"	"	77	Springfield, Mt. Vern. and Pittsb.:					
Construction	3,235,000	7	"	"	1875	1st Mortgage	500,000				
Panama:						2d Mortgage	450,000				
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	Steubenv. and Ind. (P. C. and C.):					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870
Pennsylvania:						2d Mortgage	900,000	7	"	"	1865
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	St. Louis and Iron Mountain:					
2d Mortgage	2,461,000	6	April & Oct.	"	117	State (Mo.) Aid	3,501,000	6		New York.	90
2d Mortgage Sterling	2,283,840	6	"	London.	1875	St. Louis City Subscription	500,000				
State Works Bonds	6,900,000	5	Jan. & July	Harrisburg.	1894	St. Louis County Subscription	1,000,000				
Penobscot and Kennebec:						Sunbury and Erie:					
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	74-75	1st Mortg. (Sunbury to Wmspt.)	1,000,000	7	April & Oct.	Philadelphia.	1877
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	Mortgage (half to State)	7,000,000	5	Jan. & July	"	111
3d Mortgage (Coupon)	166,000	6	March & Sept.	"	1871	Syracuse, Binghamton and N. Y.:					
Peoria and Oquawka:						1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	St. Louis, Alton & Terre Haute:					
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873	1st Mortgage (series A)	1,100,000	7	Jan. & July	New York.	1894
Petersburg and Lynchburg (S. Side):						(series B)	1,100,000	7	April & Oct.	"	109
State (Va.) Loan (S. F.):	800,000	7				2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894
1st Mortgage (1859-70-75)	366,000	6				(series D)	1,400,000	7	May & Nov.	"	96
3d Mortgage (1862-70-72)	378,000	6				" Income (series E)	1,700,000	7	"	"	86
Special Mortgage (1865-68)	175,000	6				Tennessee and Alabama:					
Last Mortgage (1861 to 1869)	133,500	8				State (Tenn.) Loan	814,000				
Phila., German'n and Norrist'n:						Terre Haute and Richmond:					
Consolidated Loan	119,800	6	Jan. & July	Philadelphia.	1865	1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866
Convertible Loan	292,500	6	"	"	1885	1st M. (Toledo and Wabash)	900,000	7			
Philadelphia and Reading:						1st M. (L. E. Wab. and St. Louis)	2,500,000	7	Feb. & Aug.	New York.	105
Bonds of 1836, (nonconvertible)	408,000	5	Jan. & July	Philadelphia.	1867	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	87
" 1849,	182,400	5	"	"	1871	2d M. (Wabash and Western)	1,500,000	7	"	"	87
" 1861,	2,950,000	6	April & Oct.	"	1870	Interest Bonds	151,830	7			85
" 1843,	110,000	6	Jan. & July	"	1871	Vermont Central:					
" 1844,	1,531,800	6	"	"	1871	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	93
" 1848,	810,000	6	"	"	1880	2d Mortgage Coupon	1,125,000	7	Jan. & July	"	37
" 1849,	101,000	6	"	"	1880	Virginia Central:					
" 1857,	67,000	6	"	"	1880	Mort., guaranteed by State of Va.	100,000	6	Jan. & July	Richmond.	81
" 1856,	2,490,500	6	"	"	1886	Mort. (coupons)	198,000	5	"	"	81
Phila., Wilmington and Baltimore:						Virginia Central:					
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	1st Mortgage	926,000	6	Jan. & July	Richmond	1872
Improvement	88,500	6	May & Nov.	Boston.	1863	2d Mortgage	1,000,000	6	"	"	84
Pittsburg and Connellsville:						2d Mortgage	203,000	6	"	New York.	84
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	Warren (N. J.):					
Pittsburg, Ft. Wayne and Chicago:						1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875
1st Mortgage (series A)	875,000	7	Jan. & July	New York.	1912	1st Mortgage	60,000	7	April & Oct.	London.	68-71
" (series B)	875,000	7	Feb. & Aug.	"	1912	1st Mortgage	850,000	6	"	Boston.	1876
" (series C)	875,000	7	Mar. & Sept.	"	1912	1st Mortgage	1,000,000	6	"	"	104
" (series D)	875,000	7	April & Oct.	"	1912	1st Mortgage	1,200,000	6	"	"	102
" (series E)	875,000	7	May & Nov.	"	1912	1st Mortgage	150,000	6	June & Dec.	"	102
" (series F)	875,000	7	Jun. & Dec.	"	1912	1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	111
" (series G)	860,000	7	Jan. & July	"	1912	1st Mortgage	596,000	7	"	"	69
" (series H)	860,000	7	Feb. & Aug.	"	1912	1st Mortgage	200,000	7	"	Wilmington and Manchester:	31
" (series I)	860,000	7	Mar. & Sept.	"	1912	1st Mortgage	596,000	7	"		31
" (series K)	860,000	7	April & Oct.	"	1912	2d Mortgage	200,000	7	"	Wilmington and Weldon:	31
" (series L)	860,000	7	May & Nov.	"	1912	Mortgage, payable in England	443,555	6	Jan. & July	London.	1863
" (series M)	860,000	7	June & Dec.	"	1912	Sterling, issued in 1858	144,500	6	"	"	31
2d	2,000,000	7	April.	"	1912	Company's endorsed by State.	150,000	6	June & Dec.	"	31
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		1,000,000	7	Jan. & July	Philadelphia.	1890
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865						31
"	39,420	8	May & Nov.	"	1865						31
Pittsburg and Steubenville:											
Mortgage	800,000	7	Feb. & Aug.	New York.	1865						
Potsdam and Watertown:											
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74						
Quincy and Chicago:											
1st Mortgage	1,300,000	7			1873						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Year ending.	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.								
	Railroad.					Equipment.					Companies.					Property and Assets.					Liabilities.					Mileage run by locomotives with trains.					Gross.		Dividends.		Price of shares.				
	M.	M.	M.	M.	M.	No.	No.	No.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.						
30 Jun. '60	65.0	—	—	50.6	—	—	—	—	—	—	Alabama and Florida	1,451,326	*	877,963	503,560	105,255	1,515,704	54.0	101,102	37,806	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
28 Feb. '59	30.3	—	—	58.1	2	2	19	Alabama and Mississippi	461,505	30,991	335,010	109,500	21,632	518,965	30.3	55,791	31,852	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
31 May. '60	109.6	—	—	57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906	1,067,006	777,777	240,485	2,476,023	109.6	207,626	111,232	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Jun. '59	57.0	—	—	171.3	—	—	—	Mobile and Girard	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
1 May. '61	469.3	13.5	49.4	40	28	502	Mobile and Ohio	12,000,000	—	—	—	—	—	—	—	—	—	—	—	1,402,858	696,370	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
29 Feb. '60	88.5	28.4	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	505,156	260,269	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
3 Nov. '58	38.5	—	—	107.5	—	—	—	Memphis and Little Rock	553,877	*	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	*	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,694	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
1 Feb. '63	23.8	—	8.2	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Providence and Fishkill	3,902,356	302,511	—	1,986,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	128,918	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 Aug. '63	61.4	1.6	64.5	18	21	302	Hartford and New Haven	3,260,095	245,000	141,706	2,350,000	227,000	—	4,181,255	78.0	404,297	958,459	598,153	17	142	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
31 Dec. '62	74.0	—	8.9	11	17	256	Housatonic	2,429,775	*	—	2,000,000	240,000	61,872	2,626,236	124.0	—	284,486	70,187	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
31 Dec. '62	57.0	—	1.3	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,081,800	358,050	26,924	1,594,661	62.0	127,390	135,072	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1174						
31 Dec. '62	62.0	—	2.6	6	12	29	N. Haven, N. London and Ston	1,454,040	*	—	738,538	750,000	164,967	1,466,947	62.0	—	206,420	97,700	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Nov. '63	84.8	8.8	9.3	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	1,564,968	66.0	156,468	189,425	60,708	64	90	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Nov. '63	66.0	—	5.9	8	12	105	New London Northern	687,152	*	—	602,152	75,200	—	687,152	66.0	—	5,764,382	117.4	518,810	1,036,437	454,096	12	1604	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '63	69.4	7.0	8.3	16	17	363	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	1,222,600	21,126	3,074,971	66.4	307,841	432,559	180,839	56	110	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '60	84.3	—	10.7	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,007,684	84.3	136,631	138,970	41,466	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
31 Oct. '60	16.2	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	5,024	749,544	5.0	—	27,283	10,290	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
FLORIDA.	—	—	—	—	—	—	Florida	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—								
30 Apr. '60	32.0	—	3.0	13.0	8	1	6	Florida and Alabama	532,791	30,586	—	191,485	196,000	76,864	619,112	32.0	—	7,857	3,535	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
—	—	—	5.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—								
—	—	100.0	3.9	10.0	153.5	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Jun. '60	86.7	—	—	16.0	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,386	86.7	—	418,086	265,827	8	126	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
—	—	92.6	8.7	70.9	—	—	—	Atlanta and Gulf M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	53.0	—	168,988	95,612	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
30 Apr. '60	43.5	—	23.7	—	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	31.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—					
30 Nov. '60	191.0	—	—	53	62	697	—	Central of Georgia (and Bank)	4,366,800	—	—	4,366,800	—	—	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	—	8,123,343	232.0	—	1,159,188	528,043	8	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '60	102.5	—	—	19.0	16	171	—	Macon and Western	1,509,000	—	1,500,000	—	12,295	—	—	1,658,976	102.5	226,241	404,618	212,676	19	72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '60	181.8	—	—	24.0	23	705	—	Chicago and Rock Island	7,069,728	*	—	5,602,000	1,467,000	—	—	—	7,443,036	224.0	1,030,884	1,529,141	513,100	6	1124	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '60	84.0	—	—	11.0	15	14	201	Galena and Chicago Union	1,840,164	3,666,988	525,451	6,208,400	3,506,000	—	—	1,062,621	120.0	—	4,214,342	180.0	742,097	377,476	654	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '60	78.0	—	—	11.0	15	14	201	Jeffersonville	1																														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending	Railroad.		Equipment.		Abstract of Balance Sheet.										Earnings.			Price of shares.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Passenger.	Freight, etc.	Companies.		Property and Assets.		Liabilities.		Balance Total, incl. all other assets.	Mileage run by locomotives with trains.	Road operated, incl. road leased, etc.	Gross	Net	Dividends				
								Cars.	No.	No.	No.	No.	No.										
30 Nov. '62	55.0	—	25.0	—	6	4	74	MAINE.		1,050,000	*	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—			
30 Jun. '62	149.0	—	25.0	—	41	17	349	Androscoggin.		6,785,205	867,734	2,494,900	3,068,491	1,988,675	149,000	oper. by Gd. Tk.	1,018,326	482,656	—	45			
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Atlantic and St. Lawrence.		2,871,264	*	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—			
31 May. '62	99.7	9.5	—	—	13	20	231	Kennebec and Portland.		4,211,878	*	21,925	1,050,860	3,068,491	139,362	4,259,303	109.2	186,240	323,032	174,028	—		
31 May. '62	51.3	—	—	—	10	4	108	Maine Central.		1,494,792	*	100,000	1,600,000	—	1,632,446	51.3	283,197	170,276	6	113			
31 May. '62	37.0	—	—	—	—	—	—	Portland, Saco and Portsmouth.		783,763	*	169,200	556,600	—	—	37.0	—	55,403	28,404	—			
MARYLAND.																							
30 Sep. '60	279.6	7.2	—	—	235	124	3,272	Baltimore and Ohio.		21,314,042	3,604,731	3,679,907	13,118,902	10,781,833	566,070	31,241,011	286.8	3,922,203	2,305,788	6	113		
30 Sep. '60	80.0	—	—	—	7	33	167	Washington Branch.		1,850,000	*	1,650,000	—	—	—	—	—	1,824,806	39.0	187,427	462,880	290,840	—
31 Dec. '60	138.0	4.0	16.4	—	53	29	1,818	Northern Central.		7,916,224	774,568	501,395	2,200,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	61		
MASSACHUSETTS.																							
30 Nov. '62	26.7	1.8	43.6	—	22	40	616	Boston and Lowell.		2,245,245	183,346	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	7	120	
30 Nov. '62	74.3	8.8	51.1	—	36	74	635	Boston and Maine.		4,880,349	446,557	496,903	4,976,974	—	—	4,076,974	119.3	649,832	1,018,326	482,656	8	137	
30 Nov. '62	47.0	7.0	32.5	—	25	41	238	Boston and Providence.		2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	863,727	397,729	8	185	
30 Nov. '62	44.6	24.0	60.1	—	30	68	313	Boston and Worcester.		2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	64.6	573,514	1,202,654	488,357	9	149	
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch.		907,768	123,865	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6	68		
30 Nov. '62	50.0	2.4	9.5	—	12	19	164	Connecticut River.		1,614,375	187,568	1,591,100	250,000	—	1,943,286	51.4	169,351	344,194	168,008	6	110		
30 Nov. '62	44.2	30.6	27.5	—	29	71	424	Eastern.		4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	109	
30 Nov. '62	50.9	42.5	74.5	—	25	37	457	Fitchburg.		3,189,851	350,149	—	3,540,000	—	—	3,747,507	93.4	389,728	732,262	328,043	6	126	
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence.		332,885	30,275	—	200,000	75,000	3,961	367,496	—	—	21,750	—	21,275	6	
30 Nov. '62	14.5	—	17.2	—	10	17	304	Nashua and Lowell.		565,919	95,684	—	600,000	—	—	704,336	71.0	167,154	228,794	69,077	8	128	
30 Nov. '62	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton.		480,160	82,518	14,000	500,000	285,000	—	785,500	36.7	41,995	184,207	54,797	6	87	
30 Nov. '62	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line.		1,079,387	49,222	—	357,155	662,900	206,502	1,215,566	33.0	67,883	53,233	—	—		
30 Nov. '62	79.5	7.8	28.5	—	25	64	505	Old Colony and Fall River.		3,179,661	254,503	—	3,068,400	339,915	—	3,771,015	102.1	456,407	722,068	411,544	6	144	
30 Nov. '62	43.4	1.0	14.9	—	18	16	368	Providence and Worcester.		1,404,228	218,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	137	
30 Nov. '62	16.9	—	1.7	—	3	4	197	Salem and Lowell.		381,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	—	17,252	110	
30 Nov. '62	11.1	0.6	1.2	—	3	11	72	Taunton Branch.		727,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	110	
30 Nov. '62	6.1	—	—	—	—	—	—	Troy and Greenfield.		1,903,260	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40	
30 Nov. '62	93.3	8.0	5.5	—	10	18	179	Vermont and Massachusetts.		3,809,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	4	44	
30 Nov. '62	166.1	17.3	126.6	—	73	83	1,179	Western (Incl. Alb. & W.S. etc.)		10,167,148	1,065,712	—	5,150,000	6,287,520	—	14,746,221	210.8	1,275,929	2,439,833	1,232,831	9	157	
30 Nov. '62	45.7	—	9.8	—	10	12	146	Worcester and Nashua.		1,116,597	116,000	—	1,141,000	39,891	—	1,373,159	46.7	188,647	251,024	123,156	6	90	
NEW HAMPSHIRE.																							
31 Mar. '63	93.6	—	5.6	—	14	10	232	Boston, Concord and Montreal.		2,860,000	*	—	1,800,000	1,060,000	—	2,992,686	93.5	—	247,279	124,406	—	62	
30 Nov. '62	63.5	—	8.0	—	18	16	246	Chester.		2,475,846	322,266	—	2,085,925	655,400	—	2,969,852	53.6	338,025	382,183	130,645	2	188	
31 Mar. '63	34.5	—	—	—	21	22	494	Concord (par \$50).		1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	—	470,078	125,286	7	66	
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence.		1,065,245	—	—	1,000,000	12,360	20,964	—	—	1,065,242	38,524	7	120		
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers.		698,258	*	—	595,585	568,000	—	595,585	52.7	—	37,791	11,913	—	—	
31 Mar. '63	69.2	13.0	12.6	—	11	16	91	Morris and Essex.		1,629,202	57,000	—	1,157,800	340,000	—	1,629,204	53.0	147,000	226,448	101,520	7	171	
31 Dec. '62	33.8	—	—	—	11	16	91	New Jersey.		3,583,961	397,378	1,397,974	4,307,800	782,600	400,017	5,656,704	33.8	512,349	1,111,087	652,124	142	142	
31 Dec. '62	21.3	—	—	—	2	6	17	Northern New Jersey.		422,297	—	—	1,202,553	1,250,000	143,608	1,207,700	21.2	—	90,618	29,592	—	166	
31 Dec. '62	—	—	—	—	—	—	—	Kearny and Delaware Bay.		2,450,417	*	—	1,907,700	600,000	—	1,907,700	24.0	—	10,588	—	—	25	
31 Dec. '62	24.6	—	—	—	—	—	—	Warren.		821,984	*	—	551,893	212,500	31,743	821,984	—	—	82,936	90,122	43,628	—	
31 Dec. '62																							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies nil. Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italic."

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares out-standing.	Div'ds	Rate	Paid	Market Price.
Atlantic & St. Lawrence (guarant'd.)	\$2,494,000	6	6	—	—
Berkshire (guaranteed)	600,000	7	7	—	—
Boston, Concord & Montreal (pref.)	800,000	6	—	704	—
“ “ “ (new pref.)	554,000	6	—	—	—
Buffalo, N. Y. & Erie, (guaranteed)	350,000	7	—	—	—
Camden & Atlantic (preferred)	620,800	7	—	21	—
Catavissas (preferred)	1,150,000	7	—	418	—
Chemung (guaranteed)	380,000	—	—	—	—
Cayuga & Susquehanna (guarant.)	343,500	—	—	—	—
Chehahre (preferred)	2,017,825	7	574	—	—
Chicago & Alton (preferred)	2,422,596	7	34	97	—
Chicago & Northwestern (pref.)	2,400,000	7	12	80	—
Cocheco (preferred)	177,750	8	—	—	—
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	—	—
“ “ “ (pref.)	835,000	6	604	—	—
Cumberland Valley (1st preferred)	241,900	8	8	—	—
“ “ “ (2d preferred)	243,000	8	8	—	—
Detroit & Milwaukee (preferred)	1,500,000	—	—	—	—
Dubuque & Sioux City (preferred)	1,987,114	7	72	—	—
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	—	—
Elmira & William-port (preferred)	500,000	52	—	—	—
Erie (preferred)	8,535,700	7	1084	—	—
Hannibal & St. Joseph (guar.)	3,509,258	7	69	—	—
Harrisburg & Lancaster (guar.)	1,182,100	7	7	—	—
Houstonian (preferred)	1,180,000	8	4	1084	—
Indianapolis & Madison (pref.)	353,900	8	8	—	—
Kennebec & Portland (preferred)	247,000	6	—	—	—
“ “ “ (new pref.)	125,000	6	—	—	—
Lackawanna & Bloomsburg (pref.)	500,000	7	—	—	—
Marietta & Cincinnati (1st pref.)	5,105,384	7	73	—	—
“ “ “ (2d pref.)	3,424,169	7	50	—	—
Michigan S. & N. Indiana (guar.)	2,893,600	10	142	—	—
Mill. & Prairie Co. du Chien (1st pref.)	1,061,000	8	115	—	—
“ “ “ (2d pref.)	1,014,000	7	95	—	—
Milwaukee & St. Paul (preferred)	2,256,000	7	824	—	—
New Haven & Northampton (guar.)	1,010,000	4	—	—	—
New York & Harlem (preferred)	1,500,000	8	133	—	—
Niagara Br. & Canandaigua (guar.)	1,000,000	6	—	—	—
Paterson & Hudson (guaranteed)	630,000	8	—	—	—
Paterson & Ramapo (guaranteed)	248,000	54	—	—	—
Peoria & Bureau Valley (guar.)	1,200,000	6	—	—	—
Philadelphia & Reading (pref.)	1,551,800	7	7	—	—
Philadelphia & Trenton (guar.)	1,000,000	10	—	—	—
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	97	—	—
Pittsfield & North Adams (guar.)	450,000	6	100	—	—
Port, Sac & Portsmouth (guar.)	1,500,000	6	—	—	—
Rutland & Burlington (preferred)	608,176	6	—	—	—
“ “ “ (preferred)	1,700,000	6	764	—	—
St. L. Alton & Terre Haute (pref.)	982,900	7	77	—	—
Troy & Greenbush (guaranteed)	274,400	6	—	—	—
Vermont & Canada, (guaranteed)	1,600,000	8	8	—	—
Warren (guaranteed)	1,307,750	7	7	—	—
White Mountains (guaranteed)	200,000	5	—	—	—
Wrightsv., Y. & Gettysburg (guar.)	317,060	2	2	—	—

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares	Amount of Stock	Dividends	Market Price
CANAL AND NAVIGATION STOCKS :				
Chesapeake and Delaware	\$100	1,343,563	76	—
Chesapeake and Ohio	100	8,224,595	—	—
Delaware Division	100	1,633,350	45	—
Delaware and Hudson	100	7,500,000	7 238	—
Delaware and Raritan	100	2,298,400	10	—
Erie of Pennsylvania	50	58,000	—	—
Illinois and Michigan	—	—	—	—
Lehigh Navigation	50	2,479,950	6 80	—
“ “ (script)	50	1,803,000	6	—
Monongahela Navigation	50	726,800	3	—
Morris, (consolidated)	100	1,025,000	34 87	—
“ “ (preferred)	100	1,175,000	10 139	—
North Branch	100	—	—	—
Sault Ste Marie	100	—	—	—
Schuylkill Navigation (consolid.)	50	1,932,457	334	—
“ “ (preferred)	50	2,722,607	42	—
Susquehanna and Tide Water	50	2,048,200	238	—
Union (preferred)	50	2,750,000	44	—
West Branch and Susquehanna	100	1,000,000	6 130	—
Wyoming Valley	100	500,000	6 90	—

Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 30.

The ton in all cases is to be 2240 lbs.

IRON—DUTY: Bars, \$17 to \$25 ; Railroad, \$13 50 ; Boiler Plate, Band, Hoop and Slat, \$25 ; Pig, \$6 per ton ; Polished Sheet, 24 cents per lb.

Pig, Scotch, No. 1—(cash) per ton 58 — @ 60 —

Pig, American, No. 1 — 58 — @ 59 —

Bar, Swedes, assorted sizes (in gold) — @ 95 —

Bar, English, Refined — 140 — @ 145 —

Bar, English, common — — @ —

Sheet, Russia — per lb. 25 — @ 30 —

Sheet, English, Single, Double and Treble — — @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 14 cents; over 7 cents and not above 11, 24 cents per lb.

English, Cast — per lb. 23 — @ 35 —

English Spring — 15 — @ 18 —

English Blister — 20 — @ 23 —

American, Blister — 23 — @ —

American, Cast, Hammered — 12 — @ 12 —

American, Cast, Rolled — 24 — @ 28 —

American Spring — 14 — @ 20 —

German — 14 — @ 16 —

Milan (in bond) — 12 — @ —

COPPER—DUTY: Pig, Bar and Ingots, 2 ; old Copper, 14 cents per lb. ; Manufactured, 30 per cent. ad val. ; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New—(suits) — per lb. — @ — 55

Sheathing, &c. Old—(cash) — @ — 40

Sheathing, Yellow — — @ 38 —

Pig, Chile — — @ —

Bolts — — @ — 55

Braziers — — @ — 55

American Ingots — (cash) — 43 — @ 44

LEAD—DUTY: Pig, \$1 50 per 100 lb. ; Pipe and Sheet, 24 cents per lb.

Galena — per 100 lb. — @ —

Spanish — 12 75 — @ 13 —

German Refined — 12 75 — @ 13 —

English — 12 75 — @ 13 —

Bar — per lb. — @ — 14 —

Pipe and Sheet — — @ — 15 —

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.

Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca — per lb. — @ — 62

Straits — 54 — @ 54 —

Plates, Charcoal L. C. — per box 18 50 — @ 19 —

Plates, I. C. Coke — 16 50 — @ 17 —

Terne, Coke — 14 25 — @ 14 50

Terne, Charcoal — 17 — @ —

NAILS—DUTY: Cut, 14 ; Wrought 24 ; Horse Shoe 4 1/2 cents per lb.

Cut, 4d—@6 (cash) — per 100 lb. 7 — @ 8 —

Clinch — (cash) — — @ 9 —

Horse Shoe, Forged — per lb. 32 — @ 38

Wrought, English — (cash) — — @ —

Carthagenas, &c. — 50 — @ 55

Gunyaquill — 40 — @ — 38

PETROLEUM—DUTY: Refined, 10 cents per gallon.

Crude, 40@47 gravity — 40 — @ —

Ref'd, free, L.S. to pr. Wh. (110@120 test). — 70 — @ 71

Ref'd, in bd. L.S. to pr. Wh. (110@120 test). — 64 — @ 65

Naphtha, Refined, (60@63 gravity) — 36 — @ 38

INDIA RUBBER—DUTY: 10 per cent. ad val.

Pear, Fine — per lb. 97 — @ 1 —

Para, Coarse and Medium — 52 — @ 90

East India — — @ —

Carthagenas, &c. — 50 — @ 55

Gunyaquill — 40 — @ — 38

PETROLEUM—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

Plates, Foreign—(cash) — per lb. 13 — @ 13 1/2

ZINC—DUTY: Pig or Block, \$1 25 per 100 lb. ; Sheet, 2 cents per lb. —

SPELTER—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

QUICKSILVER—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

PENNSYLVANIA—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

TOLEDO & WABASH—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

WISCONSIN—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

INDIANA—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

MISSOURI—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

NEW YORK—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

NEW JERSEY—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

NEW ENGLAND—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

NEW HAMPSHIRE—DUTY: In Pigs, Bars and Plates, \$1 25 per

100 lbs. ; Sheets, 2 cents per lb.

NEW YORK STOCK EXCHANGE.

Actual Sale Prices for the week ending June 1.

Th 26 F. 27. Sat 28. M. 30. Tu. 31. W. 1

American Coal Co. 100 — — — —

Buffalo, N. Y. & E. 1M. 112 — — — —

California 78 — — — —

Canton Co. 43 44 — — — —

Central Am. Transit. — — — —

Chicago & Alton — — — —

“ “ pref. — — — —

“ “ 1 M. — 110 — — — —

“ “ 1st M. — 108 — — — —

“ “ 1st M. 70 — 108 — — — —

“ “ 2 M. 70 — 108 — — — —

“ “ 3 M. 70 — 108 — — — —

“ “ 4 M. 70 — 108 — — — —

“ “ 5 M. 70 — 108 — — — —

“ “ 6 M. 70 — 108 — — — —

“ “ 7 M. 70 — 108 — — — —

“ “ 8 M. 70 — 108 — — — —

“ “ 9 M. 70 — 108 — — — —

“ “ 10 M. 70 — 108 — — — —

“ “ 11 M. 70 — 108 — — — —

“ “ 12 M. 70 — 108 — — — —

“ “ 13 M. 70 — 108 — — — —

“ “ 14 M. 70 — 108 — — — —

“ “ 15 M. 70 — 108 — — — —

“ “ 16 M. 70 — 108 — — — —

“ “ 17 M. 70 — 108 — — — —

“ “ 18 M. 70 — 108 — — — —

“ “ 19 M. 70 — 108 — — — —

“ “ 20 M. 70 — 108 — — — —

New York Stock Exchange.

Actual Sale Prices for the week ending June 1.

Th. 26. F. 27. Sat. 28. M. 30. Tu. 31. W. 1.

FEDERAL STOCKS:						
U. S. 5s, 1871, reg.	103	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---	---
U. S. 5s, 1874, coup.	---	---	---	---	---	---
U. S. 5s, 1866, coup.	173	---	180	---	---	---
U. S. 5s, 1881, reg.	114	115	113	113	---	---
U. S. 5s, 1881, coup.	114	---	113	113	---	---
U. S. 5s, '81, O. W. Ly.	---	---	---	---	---	---
U. S. 5s, 1881, " 4y.	---	---	---	---	---	---
U. S. 5s, 1867, reg.	---	---	---	---	---	---
U. S. 5s, 1867, coup.	---	---	---	---	---	---
U. S. 5s, 1868, reg.	---	---	---	---	---	---
U. S. 5s, 1868, coup.	---	---	---	---	---	---
U. S. 5s, 1 year certif.	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98	98	98
U. S. 5s, 5-20s, coupon 107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107	106 $\frac{1}{2}$	105 $\frac{1}{2}$	106
U. S. 5s, " reg.	107	107 $\frac{1}{2}$	107 $\frac{1}{2}$	106	106	106
7.30 Notes, Feb. & Aug.	111	---	110 $\frac{1}{2}$	110 $\frac{1}{2}$	---	---
" " Ap'l & Oct. 111 $\frac{1}{2}$	111 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110	---	---
American Gold	183 $\frac{1}{2}$	186	186	190	---	---

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 31.

W. 25. Th. 26. F. 27. Sat. 28. M. 30. Tu. 31.

Beaver Meadow						
Beaver Meadow	85 $\frac{1}{2}$	---	87	---	---	---
Cattawissa	---	---	---	---	---	---
" " preferred	42 $\frac{1}{2}$	41	41 $\frac{1}{2}$	---	---	---
Camden & Amboy	---	188	---	---	---	---
" " 6s, '67	---	---	---	---	---	---
" " 6s, '70	112	---	---	---	---	---
" " 6s, '75, '106	---	---	106	106	---	---
" " 6s, '83, '107	---	---	---	---	---	---
" " 6s, '89, '110 $\frac{1}{2}$	---	---	---	---	---	---

Ches. & Del. Canal 6s '86						
Del. Div. Canal	46	---	---	---	---	---

Elmira & W'mport						
" " pref.	---	---	---	---	---	---

" " 7s						
" " 10s	---	---	111	---	---	---

Harrisburg						
Lehigh Navigation	81	80	---	---	---	---

Lehigh Valley R. R.						
" " serip.	---	---	---	---	---	---

Little Schuylkill R. R.						
48	48	48	48 $\frac{1}{2}$	---	---	---

Long Island						
" " 6s	---	---	105	---	---	---

Minehill						
65	65	65	64 $\frac{1}{2}$	---	---	---

Morris Canal						
" " pref.	---	---	87	---	---	---

" " 6s '76						
35	36	34	34	---	---	---

North Pennsylvania						
" " 6s	103 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{1}{2}$	---	---

Northern Central						
63	63	62	62	61 $\frac{1}{2}$	---	---

Pennsylvania R. R.						
72	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$	117	---

1st m.						
2d m. 112	---	---	---	---	---	---

Penn. State, 5s						
98	98	98	98 $\frac{1}{2}$	---	---	---

" " 5s, coupon						
101 $\frac{1}{2}$	---	---	---	---	---	---

Philadelphia City, 6s						
105 $\frac{1}{2}$	---	106 $\frac{1}{2}$	---	---	---	---

Philadelphia, Germ. & Nor.						
60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	---	---

Phila. & Reading						
72	71 $\frac{1}{2}$	72	72 $\frac{1}{2}$	71 $\frac{1}{2}$	69 $\frac{1}{2}$	---

" " 6s, '86						
70	---	---	---	---	---	---

Philadelphia & Erie						
106	---	---	108 $\frac{1}{2}$	---	---	---

Philad. & Sunbury						
78	---	---	---	---	---	---

Schuylkill Navigation						
34	34	33 $\frac{1}{2}$	---	---	---	---

" " pref.						
42 $\frac{1}{2}$	47 $\frac{1}{2}$	42	---	---	---	---

" " 6s '82						
97	97	96 $\frac{1}{2}$	---	---	---	---

" " 6s '76						
62	62	62	62	62	62	62

" " 6s '78						
24	24	23 $\frac{1}{2}$	---	---	---	---

" " script.						
66 $\frac{1}{2}$	---	4 $\frac{1}{2}$	---	---	---	---

Union Canal, pref.						

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We have also seen millions upon millions used in experimenting in naval construction, under the advice of parties who are charged with having an interest in the improvements, and we may therefore urge the absolute necessity of economy in the departments from which the treasury supplies are disbursed. No patriotism of the people, no confidence of capitalists can withstand an unscrutinized and wasteful application of money, and it is the duty of Congress as it is of the honest Press to demand economy in public expenditure as a cardinal principle in every department of the Government.

We have several times shown as we think conclusively, that the inflation so much complained of is attributable almost entirely to the local Bank currency. We have also asserted that Mr. Chase is disposed to absorb the Treasury circulation and repress inflation. We have it in our power to demonstrate the truth of the latter proposition as clearly as we did of the former one.

The circulation of United States notes in round numbers on the 1st of February, was 400 millions of the original issue, and 48 millions of the 50 millions reserved to pay calls for temporary loans. These loans had been reduced between the 1st of October and the 1st of February, 75 millions; 48 millions being paid by the reserve and 27 millions from other sources; that is loans and revenue. Some of the New York bankers insisted that the whole of the temporary loan was in circulation; if so, the circulation between the 1st of October and the 1st of February was actually reduced 27 millions of dollars.

But more illustrative figures may be found in the statements of this month. On the 1st day of May the United States notes' circulation was 440 millions of dollars in the aggregate, to which sum it had been reduced from 448 millions on the 1st of February. The whole circulation on the 1st of May was 441 millions. On the 30th of May it was \$440,700,000 showing a reduction of \$300,000.

The interest bearing legal tender Treasury notes on the 1st day of May, were 208 millions; on the 30th they were 194 millions, showing a reduction in this description of notes of \$13,000,000. This proves conclusively that the circulation of United States notes and legal tender interest notes has not been increased by one dollar during the month; but on the contrary has been considerably diminished. Who inflates the currency we should like to know, and how senseless and unjust is the clamor made against the Treasury department by the managers of the local banks! And how imperiously necessary becomes the immediate action of Congress on the National Bank bill, if the real inflation of the day is to be checked and prevented.

We are happy to state that in a very short time, as soon as the revenue cutters are ready for service, the California customs receipts in gold, a million a month or nearly will come directly from Aspinwall to this port as formerly. The surplus funds of our Government in London have all been drawn for, and no further accumulations in the hands of the bankers, and the vaults of the Bank of England will take place. Our readers will remember our remarks on this subject last week, but we had no idea we were so soon to be gratified with the change of the system.

The gold market has taken another start. A year ago we ventured the opinion that by combin-

nation if nothing more, it might be put up to 200, and it has come within about eight per cent. of that figure the past week. The imports also continue large, and favor the combination, although practically as compared with other commodities gold is selling for more than it is worth. Government stocks should on the same principle rise to 200, a barrel of flour should sell for \$20, and other articles in proportion. But it is not so. Indeed many articles of foreign growth and production paid for in gold, and subject to a heavy duty may be purchased at prices not greater than before the war. This fact is well-known to careful purchasers in this city. Most of the articles which have had the most rapid rise are known to have been bought up, contracted for and held by combination for an advance, and by men who are loudest in support of the Government and the war. Even politicians of great pretensions have not hesitated to engage in purchases of whiskey, and are doubtless among the warmest opponents of the present tax bill.

These, however, are difficulties not peculiar to our own country. They attend all violent changes in the habits and pursuits of the people of other countries. But it is well that public opinion, in the main correct, and honestly directed, should use all its power in enforcing economy at this moment, when the public credit is in possible danger.

It is believed that a foreign loan is within the compass of the Treasury department, if it be deemed advisable. We were in favor of the idea at the commencement of the war, for if we could have placed five or six hundred millions abroad, we should have had a powerful body of interested friends in Europe whose influence would have saved us a world of trouble. There would have been no Alabamas or Floridas, or iron rams fitted out in England to destroy our commerce, and the London *Times* which at the commencement of the rebellion was openly and warmly against the confederates, would have continued so. If an immediate resumption of specie payments be designed by the Secretary of the Treasury, the importation of one hundred millions of specie from abroad would be a step perfectly decisive. And should the campaign against Richmond be a success, it must not be forgotten that cotton enough will fall into the hands of the Government to produce a very large sum towards it. And that the South must in this way if no other, expect to pay a part of the expenses of this war, is very generally admitted. The financial opinions of the daily press we regret to say are supposed very often to be affected by particular interests, having secret relations with proprietorship, and it is often very difficult to comprehend their curiously diverse reports.

Fortunes have frequently been made within a few years past, by parties directing quotations and advocating particular views. Far removed from any such design, we give our readers the very best judgment in our power, and speak of the Money Market and Stock Exchange, personally with the most perfect indifference. We have an abiding faith in the strength, resources, and purpose of the American people, we believe in their solvency and good faith, and we shall continue to maintain, and if possible propagate these opinions. At the same time, there are many evils, dangers,

and obstructions to be guarded against, inherent to debt and finance, and it is proper enough to discuss them and point them out "with good and justifiable motives." In connection with this view of the subject, we notice that the London *Economist*, a paper carefully edited and of high authority in Political Economy, has awakened to a "realizing sense" of the intrinsic strength of our Government and people. Whatever may have been its previous doubts as to their responsibility, it seems to entertain none at present, for it has come to the conclusion that we have a productive, an immediate and never-ceasing productive power beyond any hitherto known, and that we can easily bear a steady taxation of six hundred millions a year, a fact of which we believe there is not much doubt, however unpleasant the application of it might be.

The general aspect of the market during the week may be summed up as follows:

In gold very great efforts were made by certain parties to get the premium up to 200, in order to produce effects favorable to the rebel cause both in this country and abroad. For it is seen if the National credit can be effectually damaged, if alarm and anxiety can be created in the public mind, if prices can be disturbed from day to day, there is a hope that some sort of peace might be patched up favorable to the confederates. All these calculations, however, are baseless fabrics of a distempered vision. There is a large majority in the loyal States determined to carry on the contest till the real purpose of it is accomplished, and they have no intention of laying down their arms, or closing their purses till the Union is restored, and the flag floats again over every State of this Republic.

Government stocks are still in good credit, and maintain their quotations. State stocks are reported firm, bank shares inactive, railway bonds steady, and shares not so much sought for. The balance in the Sub-Treasury on Tuesday was \$21,128,936 47.

The week's exports from this port of domestic produce and miscellaneous goods (exclusive of specie,) have been to the value of \$3,387,911, against \$4,606,695 same week last year, and \$3,301,894 the corresponding week of 1862. Since 1st of January the exports have been \$69,435,853, against \$74,831,761 in 1863, and \$50,358,779 in 1862.

The value of foreign goods imported at the port of Boston for the week ending May 27, was \$911,076, against \$566,233 for the corresponding week in 1863. The value of exports for the week ending May 27, was \$384,080, against \$450,306 52 for the same week in 1863.

The total value of foreign exports from the port of Baltimore for last week was \$218,820.

One of the notable events of the week was the receipt on Tuesday last at this port, by sea and rails of 1,970 bales of cotton of the value of two and a half millions of dollars. Our readers will remember that we have several times alluded to receipts of cotton, consequent on an early termination of the rebellion, as an element which would materially aid our foreign exchange account, and add to the financial strength of the country in adjusting the balance of trade.

We notice that by the steamer City of Limerick from Liverpool arrived within a few days, there came 4,000 Spanish doubloons, and by the steamer

City of Baltimore £16,800 to S. De Visser of this city, and £40 to Schuchardt & Gebhard.

The news from Europe is of a character to make it very probable that a general war is there near at hand.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Indiana War Loan, 98; North Carolina 6s, 58; Illinois War Loan, 100½; At. & Gt. Western (Ohio div.) 1st mort., 100; Central R. R. of New Jersey, 171; Sixth Avenue R. R., 120; Chicago and Milwaukee R. R., 80; Mariposa 1st mort., 90; Nicaragua Transit, 4; Wyoming Valley Coal, 69; Con. Coal Co. of Pa., 123; Ashburton Coal, 20; Con. Coal Co. of Md., 75; Copake Iron, 11½; Quartz Hill gold, 12; Canada Copper, 3; N. Y. and Boston Silver Lead, 3; Bucks Co. Lead, 1½; Saganaw Land and Mineral Co., 5; National Bank, 112; Hanover Bank, 108; Continental Bank, 104; Nassau Bank, 108; Am. Ex. Bank, 121; Metropolitan Bank, 121; 4th National Bank, 100½; City Bank, 150; Bank of Commerce, 115½.

Philadelphia.—Huntingdon and Broad Top, 37; do., pref., 46; do., 2d mort., 99; Reading 6s, 44-80, 112; Camden and Amboy mort. 6s, 110; Phila. and Trenton, 188½; North Penn. scrip, 96; Penn. War Loan 6s, 107½; Camden City 6s, 105; Pittsburg City 6s, 93; Pittsburg Loans, 100; Allegheny Co. coupon, 5s, 80½; do., scrip, 79½; Chesapeake and Delaware Canal, 75; Union Canal, 2½; 10th and 11th streets, 51; 13th and 15th streets, 34; 17th and 19th streets, 16; Girard College R. R., 30½; New York and Middle Coal Fields, 19¾; New Creek, 1½; Bear Valley Coal, 17¾; Green Mountain Coal, 6½; Locust Mountain Coal, 64½; Big Mountain Coal, 9½; Broad Top Semi-Anthracite, 8½; Butler Coal, 32½; Fulton Coal, 10; Clinton Coal, 1½; N. Carbondale, 4½; Mineral Oil, 2½; Irwin Oil, 6½; McClinton Oil, 5½; Penn. Oil, 6; Oil Creek, 6½; Feeder Dam, 1½; Dalzell Oil, 5½; Keystone, 2½; McIlhenney, 4½; Maple Shade Oil, 9; Organic Oil, 1½; Densmore Oil, 5; Perry Oil, 5; Delaware Copper, 14; Penn. Copper, 10; Connecticut, 1½; Marquette Copper, 4; Keystone Zinc, 3; Manayunk Gas, 54; Commonwealth Bank, 47½; 1st National Bank, 120; City Bank, 55; Mechanics' Bank, 28; Commercial Bank, 55; Farmers' and Mechanics' Bank, 60. The latest quotations are: City 6s, 106½@106½; do., new, 108½@109; State 5s, 98@98½; do., coupon, 102@102½; do., 6s, 1879, 105½@106½; Phila., Wil. and Balt., 72@72½; Reading, 69½@69½; do., 6s, 1870, 106@106½; do., 1886, 143@143½; Camden and Amboy, 187@189; Pennsylvania R. R., 71@71½; do., 1st mort., 116@117; do., 2d mort., 111½@112; Little Schuylkill R. R., 48@48½; Morris Canal, 86¾@87½; do., pref., 139@140; do., bonds, 109@110; do., 2d mort., 105½@106½; Wyoming Valley Canal, 79¾@80; do., 6s, 103½@104½; Susquehanna Canal, 23½@23½; do., 6s, 66½@67; Sch. Nav., 32@33; do., pref., 41½@42½; do., 6s, 1882, 96½@99½; Union Canal pref., 4½; do., bonds, 27½@27½; Delaware Div. Canal, 44½@45; do., bonds, 103@105; Elmira and Williamsport, 35@36; do., pref., 52@55; do., 7s, 1873, 111½@112; do., 10s, 78@79; Beaver Meadow, 87@88; Long Island R. R., 49@50; Lehigh Coal and Navigation, 73@75½; North

Pennsylvania, 33@34; do., 6s, 103½@104; do., 10s, 116@124; Philadelphia and Erie, 33@35; do., 6s, 108@—; Minehill, 64½@65; Catawissa, 18@20; do., pref., 41½@41½; Lehigh Valley, 91½@91½; do., bonds, 109½@110; Fifth and Sixth streets, (horse,) 61½@63; do., 7s, 108@109; Second and Third, 75@78; do., 7s, 112@112½; Race and Vine, 15@20; West Philadelphia, 72@73½; Spruce and Pine, 14½@15; Green and Coates, 40@41½; do., 7s, 109@110; Chestnut and Walnut, 62@64; Arch, 34@34½; Thirteenth and Fifteenth, 33½@34; Seventeenth and Nineteenth, 16@—; Girard College, 30½@31; Tenth and Eleventh, 50½@51½; Norristown, 60½@60½.

Boston.—Vermont Central 2½; do., 2d mort., 37; Rutland and Burlington 1st mort., 76; do., 3d mort., 8; Northern (Ogdensburg,) 2d mortgage 36½; Bear Valley and Summit Br. 23¾; New York and Boston Air Line 6s, 1873, 70; Maine 6s, 1890, 102; Chicago 6s Water Loan 1882, 101½; Bath Me., 6s, 1891, 102½; Augusta 6s, 1870, 101½; Lynn and Boston, horse, 110½; Cary Imp. Co., 12½; Boston Water Power Co., 47¾; East Boston Co., 14; Essex Co., 102½; Franklin Coal Co., 94½; Short Mountain Coal Co., 46½; Webster Bank, 105½; Bank of Republic, 101; Traders' Bank, 100; Bank of Commerce, 106; Atlas Bank, 107½; Acton Mining Co., 3½; Albany and Boston, 20½; Albion, 2½; Algomah, 3½; Atlas, 7½; Black River, 40c.; Bay State, 20; Brome, 1½; Canada, 3; Columbian, 9½; Cornwall, 62c.; Concord, 3½; Dudley, 4½; Eagle River, 7; French Creek, 1½; Hancock, 14½; Humboldt, 10; Huron, 40¾; Highland, 8; Hope, 2½; Manhattan, 6½; Macomb lead, 4½; Mesnard, 10½; Merrimac, 4½; Ossipee lead, 112½c.; Ottawa, 75c.; Pontiac, 6; Penn. 10½; Star, 8; Superior, 10; St. Clair, 11½; Toltec, 2½; Tremont, 37½; Winthrop, 6; Wickham, 60c.

Baltimore.—Western Maryland bonds, 90; do., endorsed, 112; North Western Virginia 1st mort., 112; City Passenger R. R., 23; Susq. Coal and Coal Mt., 5.50; Bare Hill, 6.75; Mineral Hill, 3.75; Atlantic Coal, 1.95; Springfield, 2.60; Santa Clara, 26½; Maryland Copper, 1.30; Lake Chrome, 0.75; Farmers and Mechanics Bank, 30½; Franklin Bank, 12½; Merchants Bank, 106; Farmers and Merchants Bank, 39; Marine Bank, 30¾. The latest quotations are: Balt. and Ohio, 113@115; do., 6s, 1867, 106@—; do., 1875, 111@—; do., 1880, 109@—; do., 1885, 108@112; Northern Central, 60@62; do., bonds, 1885, 106@108; N. W. Va., 16@20; do., 1st mort., 110@112; do., 2d mort., 103½; do., 3d mort., 38@45; do., guar., 103@110; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@—; do., income 1857-60, 40@48; Western Md. bonds, 89½@90; do., guar., 110@111½; Maryland 5s, 92; do., 6s, coupon, 1870, 112@113½; do., Ins., 112½; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 113@113½; do., 1886, 113; do., 1890, 114@114½; do., coupon, 112@114; do., 5s, 1833-70, 100; City Passenger R. R., 22¾@23; Canton Co., 42½@44; Gardner, 75@1.05, Guilford, .28@.40; Maryland, 1.30@1.35; North State, .15@.20; Rudisell, .65@.70; Silver Hill, 20@.30; Springfield, 2.50@2.55; George's Creek, 105@118; Santa Clara, 28@28½; Baltimore and Cuba Smelting and Mining, 180@

210; Balt. and North Carolina, .20@.35; Balt. Chrome, 3.10@3.75; Bare Hill, 6.85@6.90; Atlantic Coal, 1.90@2.00.

Toledo, Peoria and Warsaw Railway Co.

The Logansport, Peoria and Burlington Railroad (formerly Peoria and Oquawka Railroad,) having been purchased under foreclosure of mortgages by Chas. L. Frost, Edward Weston and H. G. Marquand, was reorganized on Friday in accordance with the plan agreed upon in December, 1862. The name of the new company under charter of the State of Illinois, is the "TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY." The following are Directors for the ensuing year. Charles L. Frost, Edward Weston, H. G. Marquand, James W. Smith, and Zeno Secor of New York; John B. Brown of Portland, and H. F. Clark of Peoria. The Directors have chosen the following officers: CHARLES L. FROST, President; D. W. McWILLIAMS, Secretary and Treasurer. A committee was appointed to meet immediately a similar committee on the part of the Toledo, Logansport and Burlington Railway, and agree upon terms of consolidation of the two roads. Efforts are also being made to complete the building of the road from Peoria to Warsaw (opposite Keokuk,) and thus to have a continuous through line under the control of one company from Logansport (on Toledo and Wabash Railroad) to the Mississippi River.

Pittsburgh, Ft. Wayne and Chicago R. W.

We call the attention of our readers to the advantageous terms offered to the present stockholders of the Pittsburgh, Ft. Wayne and Chicago Railway Company—see advertisement in another column—for subscription to a part of the new issue of stock, authorized by the bond and shareholders.

The total authorized was \$8,500,000, of which it seems only \$1,300,000, or 13,000 shares will be offered this year.

The Company earned in 1863, at the rate of 18 per cent. dividend on its stock, and the increased receipts of this year indicate it will earn equal to 20 per cent on its stock.

The policy of 10 per cent. dividends, payable quarterly, having been adopted, would leave of net earnings, say \$650,000 applicable to construction. This and the proceeds of 13,000 shares, now offered, will suffice to cover the outlay deemed necessary last Winter, before the bond and shareholders agreed upon altering the terms of reorganization, and in view of scarcity of labor and the enhanced cost of building, it is deemed sound economy to progress slowly.

At the organization of the Buffalo Extension of the Atlantic and Great Western Railway Company held in this city on the 15th ult., the following gentlemen were elected Directors: T. W. Kennard, New York; Chas. Day, New York; Gaylord Church, Meadville; S. Wann, New York; Henry Martin, Buffalo; Pascall P. Pratt, Buffalo; W. G. Hamilton, New York; S. L. M. Barlow, New York; Jeremiah Laroche, New York; W. A. Thomson, Buffalo; G. R. Babcock, Buffalo; James A. Patteson, New York; C. E. E. Blakesly, New York. The officers were: T. W. Kennard, President, Engineer and Chief; Chas. Day, Vice-President; G. R. Babcock, Solicitor; S. Wann Treasurer; C. E. E. Blakesly, Secretary.

Common Carrier.--Loss of Goods.--Lieu for Freight.--Measure of Damage.

In *Briggs vs. Boston and Lowell Railroad Company* it appeared that the plaintiff, residing at Racine, Wisconsin, delivered flour to the Racine and Mississippi Railroad Company, taking from their agents a receipt in which they agreed to forward and deliver it to Franklin E. Foster, at Williamstown in Massachusetts. By mistake of the agents of that company, the flour was erroneously delivered or billed to Wilmington, where there is a freight station on the road of the defendants. It was carried by the Racine and Mississippi Company over their road, and at its eastern termination delivered to the carriers next in succession in the line and route from Racine to Wilmington. And it was thus transported by the successive carriers in that line and route in their vessels and cars respectively, according to the bills and directions under which it was forwarded from Racine, until it arrived in due time at Groton, the point of the commencement of the road of the defendants. And it was then received by them, they paying the freight earned by all the preceding carriers, and carried to Wilmington, where it was duly deposited in their freight depot.

But Franklin E. Foster, to whom it was directed, did not reside or have any place of business in Wilmington, and the defendants were unable to find there any consignee who could be notified of its arrival, or to whom it could be delivered. The defendants' agents immediately instituted a diligent enquiry, but they could not ascertain where the consignee or any other person entitled to have possession of the flour was to be found, or could be notified.

At the expiration of about two months, the defendants, being still unable to find either the owner or the consignee, and it being out of their power to procure a warehouse in which to store the flour for a longer time, caused it to be sold at public auction, and received the proceeds of the sale.

Upon these facts, the plaintiff seeks to recover the value of the flour; contending, in the first place, that as Williamstown was the place of destination of the flour, under the directions which he gave the Racine and Mississippi Railroad Company, and according to their agreement in the receipt given by them to him, the defendants had no right to receive the flour at Groton, and were guilty of the unlawful conversion of it to their own use by transporting it thence to Wilmington; although in such reception and transportation of it over their road they acted in good faith, and strictly in conformity to the bills and directions of the Racine and Mississippi Railroad Company, and by which it was regularly accompanied over each and all the lines and routes of the successive carriers.

MERRICK, J. says in deciding this case, the same person may be, and often is, not only a common carrier, but also the forwarding agent or the owner of the goods to be transported. Story on *Bailm*, § 502, § 537. He must necessarily act in the latter capacity whenever he receives goods which are to be forwarded not only on his own line, but to some distant point beyond it on the line of the next carrier, or on that of the last of several successive carriers on the regular and usual route and course of transportation, to which they are to be

carried and there delivered to the consignee. The owner generally does not and cannot always accompany them and give his personal directions to each one of the successive carriers. He therefore, necessarily, in his own absence, devolves upon the carrier to whom he delivers the goods, the duty, and invests him with authority to give the requisite and proper directions to each successive carrier to whom, in due course of transportation, they shall be passed over for the purpose of being forwarded to the place of their ultimate destination. Otherwise they would never reach that place. For the first carrier can only transport the goods over his own portion of the line; and if he is not authorized to give the carrier with whose route his own connects directions in reference to their further transportation, they must stop at that point; for although in general every carrier is bound to accept and forward all goods which are brought and tendered to him, yet he is not so bound unless he is duly and reasonably informed and advised of the place to which they are to be transported. Story on *Bailm* § 532. *Judson vs. Western Railroad*, 4 *Allen*, 520.

Hence it results by inevitable implication that when an owner of goods delivers them to a carrier to be transported over his route, and thence over the route of a succeeding carrier, or the routes of several successive carriers, he makes and constitutes the persons to whom he delivers them his forwarding agents, for whose acts in the execution of that agency he is himself responsible. And therefore if the several successive carriers carry the goods according to the directions which are given by the forwarding agents, they act under the authority of the owner, and cannot in any sense be considered as wrong doers, although they are carried to a place to which he did not intend that they should be sent. And in such case the last carrier will be entitled to a lien upon the goods, not only for the freight earned by him on his own part of the route, but also for all the freight which has been accumulating from the commencement of the carriage until he receives them, which, according to a very convenient custom, which is now fully recognized and established as a proper and legal proceeding, he has paid to the preceding carriers. *Stevens vs. Boston and Worcester Railroad*, 8 *Gray* 266.

Applying these rules and principles to the facts developed in the present case, the conclusion is plain and inevitable. It is conceded by the plaintiff, and agreed by the parties, that the flour was carried by the Racine and Mississippi Railroad Company over their road, and was then delivered to the carrier with whose route their own connected, and was thence transported in strict compliance with and exactly according to the directions given by them and contained in the bills which they forwarded with and caused to accompany the flour over the whole route from Racine to Wilmington, by the several successive carriers, and among others by the defendants. The Racine and Mississippi Company were the duly constituted forwarding agents of the plaintiff; and as the defendants acted under their authority, they rightfully received the flour at Groton and carried it to Wilmington. And having under that authority paid all the freight which had accumulated in the whole course of the conveyance, including that

which had been charged by the forwarding agent, up to the time when they received the flour they were, as soon as it was conveyed to and deposited in their own freight house, entitled to a lien thereon for the entire freight thus paid and earned and they cannot, either by the transportation of it under such circumstances over their own road, or by the detention thereof for the purpose of enforcing their lien upon it, be held to have unlawfully converted it to their own use.

The conclusion does not at all conflict with the decision in the case of *Robinson vs. Baker*, 5 *Cush*. 87, upon which the plaintiff, in support of his position, chiefly relies. For there is an essential difference between the facts in the present and those which appeared in that case. There it was shown that the plaintiff, the owner of a parcel of flour, delivered it at Black Rock, on board of one of their canal boats to the Old Clinton Line Company, who gave for it bills of lading in duplicate, wherein they undertook and agreed to transport it to Albany, and there deliver it to Witt, the agent of the Western Railroad. The plaintiff sent one of these bills of lading to Witt and the other to the consignee at Boston, thus reserving to himself the right and assuming the responsibility of giving to Witt the directions under which he was to act. The service which the Old Clinton Line Company was to render was exclusively in their capacity as common carriers. They had only to carry the flour to Albany and there deliver it to Witt. They had no other duty to perform; no right to exercise any control over it for any other purpose. They were not, therefore, the forwarding agents of the plaintiff, nor invested by him with any authority to give directions as to the further transportation of the flour, or to make any other disposition of it than its delivery to Witt. Yet upon its arrival in Albany, in consequence of the inability of Witt immediately to receive and take charge of it, the agents of the Clinton Line Company, without right and in violation of their duty, shipped the flour to the city of New York, and from there to Boston in the schooner *Lady Suffolk*, whose owners claimed a right to detain it under a lien upon it for the freight. But the court, upon the general principle that if a carrier, though innocently, receives goods from a wrongdoer without the consent of the owner, express or implied, he cannot detain them against the true owners until the freight or carriage is paid, determined they had no lien upon the flour, and that their claim to that effect could not be sustained. But if they had been the forwarding agents of the owner he would have been responsible for their acts, and his consent to the diversion of the property from its intended route of transportation would have resulted by implication from their directions, and the respective carriers would then have become entitled to hold it under a lien to secure payment of the freight.

When the flour had been carried over their road to Wilmington and deposited at that place in their warehouse, the defendants had, as has been sworn above, a lien upon it for all the freight which had been earned in its transportation from Racine. But this gave them only a right to detain it until they were paid; not to sell it to obtain the remuneration to which they were entitled. In the case of *Lickbarrow vs. Mason*, 6 *East*, 21, it is said by the court that an owner may sell or dispose of his

property as he pleases; but he who has a lien only on goods has no right to do so; he can only detain them until payment of the sum for which they are chargeable. And the rule which is now well established, that a party having a lien only, without a power of sale superadded by special agreement, cannot lawfully sell the chattel for his reimbursement, is as applicable to carriers as it is to all other persons having the like claim upon property in their possession. *Jones vs. Pearle, 1 Stra, 556.* *2 Kent. Com. (6th Ed.) 642.* *Doane vs. Russell, 3 Gray, 382.* It is in distinct recognition of this principle that the legislature have provided that when the owner or consignee of fresh meat, and of certain other enumerated articles liable soon to perish for want of care, shall not pay for the transportation and take them away, common carriers who have a lien thereon for the freight may sell the same without any delay, and hold the proceeds, subject to their own lawful charges, for the use of the owner.

None of the provisions of the statute referred to extends to the case of flour transported in barrels as an article of merchandise. And therefore the defendants had no authority under the statute and no right at law to sell the flour which belonged to plaintiff, although they had a valid and subsisting claim upon it, and were unable to find after diligent inquiry where the person to whom it ought to be delivered resided or had his place of business, and there was no danger of its becoming worthless by longer detention of it in their warehouse. And consequently the sale which they made was an unlawful conversion of it to their own use, which renders them liable in an action of tort to the owner for its value, or rather for the value of all the right and interest which he at that time had in it, which is the merchantable value less the amount of the lien upon it.

Judgment for plaintiff.

Opening of the Ninth National Bank.

The Ninth National Bank opened their splendid and well appointed bank-rooms yesterday, at No. 363 Broadway. The suite of rooms embrace a business office 29 by 100 feet, and three private offices. A number of prominent gentlemen were present at the opening of the institution, among whom were the Hon. Geo. Folsom, C. B. Wilson, Prof. Webster, Col. Burton, S. B. Dutcher and Mr. Van Duzer. At the close of a princely lunch, S. L. Hill, esq., "toasted" the President of the Ninth National Bank, Joseph U. Orvis, esq. Mr. Orvis responded happily, and gave the following statistics: Deposits of this day, \$2,166,000; subscriptions to 10-40 bonds \$900,000. The next toast was given for the Father of the National Banks, Secretary Chase, and the Hon. S. B. Dutcher responded. The officers of the Bank are: Joseph U. Orvis, President; H. M. Humphrey, Cashier; Directors, W. A. Kobbe, T. A. Vyse, jr., G. A. Wicks, B. L. Solomon, S. A. Fellows, S. L. Hull, C. Minzesheimer, G. C. Whitehouse, and J. H. Orvis.

Upon a rigid and careful examination [by officers of the UNITED STATE'S Navy.] into the merits of "BAIRD'S PREPARATION," for the protection of steam boilers they pronounce it to be the best extant. The owners of the Steamships "Merrimac" and "Mississippi" through their Chief Engineer, certify as to its efficacy in preventing incrustation, oxidation or the deposit of lime and salts in the boilers of the two ships referred to. Merritt & Walcott, 64 Courtlandt street, New York, are the agents.

Interest and Dividends.

The Little Miami Railroad Company have declared a dividend of five per cent, payable in Cincinnati on the 6th of June. The government tax will be paid by the company.

The Indianapolis and Madison Railroad Company have declared a dividend of eight per cent, upon the preferred shares and of six per cent, upon the common shares (free of government tax), payable 1st June at the office of J. & S. Ferguson, 35 Pine st.

The interest due on the Bonds of the New York and New Haven Railroad Company, June 1, 1864, will be paid on presentation and surrender of the Coupons at the office of the Company, corner of Fourth avenue and Twenty-seventh street, or at the Bank of the Republic.

The coupons on the bonds of the Second avenue Railroad Company, due 1st June, will be paid at the office of Messrs. William & John O'Brien, No. 58 Wall street.

The coupons due June 1, on the fifth mortgage bonds of the Erie Railway Company, and on the mortgage of the Long Dock Company, will be paid upon presentation at the office of the Company.

The coupons due June 1st, 1864, on Milwaukee City Readjustment bonds will be paid on presentation at the office of W. Schall & Co., 58 and 60 Exchange Place.

Brazilian Steamship Line.

The bill to authorize the establishment of a line of steamers between the United States and Brazil, has passed both branches of Congress, been signed by the President and has become a law. The contractors are to perform twelve round trips a year, and for this service are to be paid \$150,000. It is understood that the Government of Brazil is to contribute a similar sum. We are glad that this enterprise is at last to be undertaken. We want Ocean Mail correspondence to ensure a revival of our foreign commerce, and as one line is totally inadequate to secure this result, we insist upon it that our Government should at once employ our surplus wooden war steamers on other important routes, as has been recommended by the Secretary of the Navy, the New York Chamber of Commerce, and by the intelligent press of the country. When the war is over, these vessels will be totally without employment, and they could therefore be placed on a dozen different lines with half armament and crews, be usefully occupied in carrying mails, treasure, and express freight, become self-supporting, continue to be a school for our young officers, and give effectual protection to the flag in the various seas where they were employed. It is really strange that measures of such immense commercial importance can not receive more attention from Congress, then they do, while "trifles light as air" seem to catch their undivided attention. There can be no commerce without correspondence. Give our merchants regular mails to all the leading foreign ports, and business will at once revive.

At the annual meeting of the shareholders of the Illinois Central Railroad Company, held at Chicago on the 25th ult., W. Tracy, W. H. Osborn, and A. S. Hewitt, were re-elected by a large majority to serve as directors for four years. Mr. Henry Chauncey was elected in place of Leroy M. Wiley.

Payment of Government Drafts.

The Bank of America having refused to receive payment of a draft on the Government in National bank notes, the Cashier of the First National Bank in this city wrote to the Comptroller of the currency on the subject requesting his opinion of the subject. To this letter the following reply was given:

TREASURY DEPARTMENT, OFFICE OF COMPTROLLER OF THE CURRENCY, Wash., May 28, 1864.

DEAR SIR:—Your favor of the 27th inst. is received. I am acting here in an executive and not in a judicial capacity, but I have no hesitation in giving my opinion upon the point presented by you, which opinion is, that Government depositaries whether they are Assistant Treasurers or National Banks, have the right to pay Government drafts, by whomsoever held, in the kind of currency which is receivable for Government dues, and by which Government obligations can be discharged.

The Government is bound to receive in payment of all its dues, except duties on imports, the notes of the National Banks. A draft of the Government upon a National Bank is clearly payable to the Government in the National currency, and I have yet to learn that the negotiation of a draft changes its character or the obligations of the payee.

Very truly yours,

H. McCULLOUGH, Compt.

JAMES CURPHEY, Esq., Cashier First National Bank, N. Y.

Adirondac Railway.

It is stated that a Company has actually commenced the construction of a railway between some point on the Saratoga and Whitehall and Adirondac, the locality of the celebrated iron mines in the Northern part of this State. The products of these mines and the valuable lumber in the vicinity, it is believed will give all the freight necessary, to make the road profitable. Besides this, the very romantic and beautiful mountain and lake scenery along the line must attract a large pleasure travel during the summer months.

The Boston *Commercial Bulletin* says, "T. W. Park of Bennington has bought up the Western Vermont Railroad for the purpose of extending the Harlem Railroad to the Vermont State Line and intersecting with the Western Vermont at North Bennington. The road will pass through Berlin, Petersburg, &c., and form a direct railroad route from Montreal to New York. Commodore Vanderbilt of New York is interested with Mr. Park in the enterprise."

The Paterson (N. J.) *Daily Press* states that surveys have been made for a railroad from Sloatsburg Station, on the Erie, about 35 miles from Jersey City, the line to run west for five or six miles, to reach the old Sterling Works, with a branch of two or three miles to extend to the Ringwood Mines, in New Jersey. The stock has been taken, and the work of building it is to begin in a few days. The *Press* also announces that a company has been chartered to build a railroad between Newark and Paterson. A preliminary meeting of the corporators has been held, and the subscription books opened. The road will be about 13 miles in length.

The Directors of the Boston and Erie Railroad, have decided upon the location of their road from Mechanicville to Willimantic, which will carry it through Putnam, Conn.

Mr. Cisco announces that 5 per cent. legal tenders will be received from subscribers to the 10-40 loan at the full amount of face and June coupon.

The Illinois Central Railroad Company, at their annual meeting, authorized the conversion of the cancelled bond scrip into the scrip shares of the company, and the process is now going on at their office in this city.

Four new steamers have arrived at the mouth of the Colorado River, and are about to engage in its traffic. This will permit almost direct shipments of supplies, and the return of the products of a large number of mines, located at short distances from the banks of the rivers, fifteen of which are now being worked with a great prospect of success. In all the gold in the vicinity from 30 to 40 per cent. is obtained of silver.

The Overland Mail.

It is announced officially from the General Post-office Department that under the new law in relation to the overland mail to California, all the mail matter, except one newspaper to a bona fide subscriber and franked matter, must be prepaid at letter rates to entitle it to transmission through the mails, by the overland route, westward beyond the western boundary of Kansas and eastward from the eastern boundary of California.

Notice to the Holders of the Three Years' 7-30 Notes.

The Secretary of the Treasury has given the following notice to the holders of the three years' 7-30 notes, falling due after August 19 and October 1, 1864:

The three years seven-thirty notes, issued under the act of July 17, 1861, are exchangeable at any time, before or at maturity, for six per cent. bonds of the acts of July 17 and August 5 1861, when presented in sums not less than \$500. The three years' notes were issued bearing date of August 19 and October 1, 1861, and become due after August 19 and October 1, 1864. Holders of the notes of either date are notified that they may be presented for immediate exchange for six per cent. bonds, with full coupons, drawing interest from July 1, 1864, up to which date interest will be paid, without delay, on the three years' notes, at the rate of 7-30 100 per centum per annum. The interest found to be due on the three years' notes up to July 1, 1864, will be transmitted by the United States Treasurer's draft, payable in coin.

The six per cent. bonds, which are exchanged for the principal of the three years' notes, will be issued drawing interest from July 1, 1864, the date up to which the three years' notes are settled, and will be transmitted as fast as they can be conveniently prepared. Parties wishing to exchange the three years' notes in the above manner must send to the Treasury Department in sums of \$500, or its multiple, indorsed, "Pay to the Secretary of the Treasury for redemption," which indorsement must be signed by the party on whose account they are to be exchanged. They must be accompanied by a letter stating the numbers, denominations and dates of the notes, and the kind, registered or coupon, and denomination of the six per cent. bonds wanted in exchange. The six per cent. coupon bonds are of the denominations of \$500 and \$1,000, and the registered bonds are of the denomination of \$500, \$1,000, \$5,000 and \$10,000. When registered bonds are ordered, parties must state at which of the following places they wish the interest to be paid, viz.: New York, Philadelphia, Boston, Baltimore or New Orleans.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern.

PERKINS & LIVINGSTON,
54 Exchange Place,
NEW YORK.

NOTICE TO SHAREHOLDERS OF THE Pittsburgh, Fort Wayne and Chicago Railway Co.

THE UNDERSIGNED, commissioners, authorized to sell thirty-five thousand new shares of the capital stock of said company, by joint vote of the shareholders and bondholders, for the purpose of constructing a double track, procuring additional equipment, &c., now propose to sell thirteen thousand shares of the same as follows:

They propose to issue to the shareholders, who stand registered as such on the books of the company at 2 o'clock P. M., of the 10th of this month, one share for each five shares then standing in their name at the par value of \$100 for each share.

Books of subscription will be opened at the office of Winslow, Lanier & Co., No. 52 Wall street, on the 11th of June, and kept open until the 20th of June, at 3 P. M., where each shareholder can call and subscribe, or signify his wishes by letter, addressed to J. F. D. Lanier, Chairman. The new shares thus subscribed for will bear dividend from the 1st July proximo.

Payments will be required as follows: One-fourth on the 21st June, on notification of acceptance; one-fourth on the 15th July; one-fourth on the 15th August, and one-fourth on the 15th September.

Transferable stock scrip will be issued, redeemable in full-share certificates on final payment of the installments. Non-compliance with any of the conditions of this subscription subjects to forfeiture any payments made thereon.

This stock is mainly to pay for iron rails, rolling stock, &c., already advantageously purchased. The high price of labor, and the great difficulty of procuring the same, and the enhanced rates for all materials, in the opinion of the chief engineer and the chief executive officers of the company render it altogether improbable that any further amount of the stock will be offered during the present year.

If a further amount can be economically expended in increasing the capacities of the line this year, the company will probably have other means to meet the same.

The commissioners reserve the right to extend the time of subscribing to non-resident shareholders, who may desire to avail themselves of the benefits of this notice, on such terms and conditions as the commissioners may impose.

The commissioners, also, reserve the right to dispose of at their discretion, for the benefit of the company, any of the shares not taken by shareholders under this notice.

J. F. D. LANIER,
S. J. TILDEN,
J. EDGAR THOMSON,
SPRINGER HARBAUGH,
L. H. MEYER,
Commissioners.

NEW YORK, June 1, 1864.

NINTH NATIONAL BANK OF THE CITY OF NEW YORK, 363 Broadway, cor. Franklin Street.

This Bank has a cash capital of
ONE MILLION DOLLARS,
and has commenced business in its new Banking Rooms,
corner of Broadway and Franklin street.

We invite accounts and will discount business paper and receive all National Bank bills at par, and make collections throughout the United States and Canada at the lowest rates. Uncurrent money will be received on deposit, deducting for Eastern one-tenth per cent. and for State one-fourth per cent.

JOSEPH U. ORVIS, President.
H. M. HUMPHREY, Cashier.

SPECIAL NOTICE to BANKERS, BROKERS, Coal, Mining Companies, Merchants and Others.

THE BUILDINGS, 69, 71, and 73 Broadway, (Cor. of Repton street.)

Are to be altered into and fitted up in a very superior manner as first class offices. Also offices corner of Broad street and Exchange Place, No. 4 and 6 Broad street, and No. 4 and 10 Wall street. Parties desiring to select space and have improvements to suit themselves can see the plans by calling on

EDWARD MATTHEWS,
Corner of Broad street and Exchange Place,
NEW YORK.

RAILROAD IRON. 2,000 TONS BEST QUALITY WELSH RAILS, 50 and 55 lbs. per yard. For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

McKim Brothers & Co.,

No. 62 Wall Street, N. Y.

Bankers and Brokers,

DEALERS IN
Government Securities and Domestic and Sterling Ex-
change. STOCKS, BONDS AND GOLD bought and
sold exclusively on commission.

Interest allowed on Deposit Accounts.

Business Paper collected, and BALTIMORE FUNDS taken
on favorable terms.

ADVANCES MADE ON SATISFACTORY SECURITIES.

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LIMITED,

OF LIVERPOOL, LONDON AND GLASGOW.

Bills of Exchange bought and sold, and credits issued, by

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67 William street, Agent for United States.

U. S. 10-40 BONDS

FOR IMMEDIATE DELIVERY,

BY
H. J. MESSENGER, Banker,
No. 139 BROADWAY, New York.

Commission allowed to Banks and Bankers.

U. S. 5-20 BONDS.

U. S. ONE-YEAR CERTIFICATES,
U. S. 6s of 1861, and all other U. S. SECURITIES
bought and sold and furnished to order.
STOCKS, BONDS and GOLD bought and sold on
commission.

Accounts received from Banks, Bankers, and individuals.
Four per cent. interest allowed on deposits subject to
check at sight.

Robinson & Ogden,

(LATE WITH FISH & HATCH.)

NO. 4 BROAD STREET,

(Two doors from Wall.)

NEW YORK.

Government Securities, Stocks, Bonds and

Gold bought and sold on Commission.

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, May 16th, 1864.

Loan of \$3,000,000—Due 15th June,
1864.

NOTICE IS HEREBY GIVEN that this Company is
now prepared to redeem the Bonds of the above issue,
on their presentation at THE BANK OF COMMERCE
IN NEW YORK, at par and accrued interest.
JOHN V. L. PRUYN, Treasurer.

Sherbrooke Gold Mining Co. OF NOVA SCOTIA.

OFFICERS.

President.
HERMAN FUNKE.

Directors.
HERMAN FUNKE, HERMAN STURSBERG
FRED. SCHUMACHER, CARLOS PIERCE,
HENRY A. TILDEN, JAMES S. WHITNEY,
FRANK J. PRATT.

Secretary and Treasurer.
FREDERICK SCHUMACHER.

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OFFICE OF THE COMPANY,
No. 50 Cliff Street, New York.

Chicago & Great Eastern Railway Company,

SEVEN PER CENT

FIRST MORTGAGE BONDS.

The subscribers now offer for sale the remainder of the issue of SEVEN PER CENT. FIRST MORTGAGE BONDS of the CHICAGO AND GREAT EASTERN RAILWAY COMPANY, appropriated to the construction of their road from Chicago to La Crosse, Indiana.

The rails have all been purchased for the completion of the entire line, much below the present market value, and are now going forward to Chicago. The work is rapidly progressing, and the Company expect to open the road for traffic early the ensuing Fall, forming a new and very short trunk line from Chicago to the Eastern markets.

The interest payable during construction has been provided, and is now on deposit with the Bankers of the Company. Apply to

SCHUCHARDT & GEBHARD,
No. 21 Nassau street,

M. MORGAN'S SONS,
No. 37 William street.

New York, May 21, 1864.

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by

WILLIAMS & PAGE, Boston.

BULLION MINING CO., COLORADO.

CAPITAL 5,000,000.

Shares, Full Stock \$35 each.

Subscription Price 10 each.

RESERVED IN THE TREASURY, 50,000 SHARES.

PROPERTY:

1,317 Claims, equal to 121,700 feet, in the Gregory, Bobtail, Briggs and many other equally valuable Lodes in Clear Creek and Gilpin Counties, Colorado, and in addition, a valuable water-power of 2,400 feet on Clear Creek.

Title undoubted.

TRUSTEES:

WILLIAM B. DUNCAN, New York.
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EDWARD B. WESLEY, New York.
HENRY H. ELLIOTT, New York.
CHARLES T. CROMWELL, New York.
STILLMAN WITT, of Cleveland, Ohio.
GEORGE COOK, of Central City, Colorado.
EDWARD B. WESLEY, President.
JOHN E. WILLIAMS, Treasurer.
CHAS. T. CROMWELL, Counsel, 79 Cedar st.
FREDERIC B. ELLIOTT, Secretary.

MANAGING DIRECTOR AND GENERAL SUPERINTENDENT,
GEORGE COOK, of Central City, Colorado.

40,000 Shares of the Stock remain to be sold at Ten Dollars each.

Books will be open on WEDNESDAY, the 13th instant, at the office of JEROME, RIGGS & CO., No. 46 Exchange Place.

New York, April 9, 1864.

3m16

JUST PUBLISHED.

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AMERICAN AND EUROPEAN RAILWAY PRACTICE in the Economical Generation of Steam, including the materials and construction of

Coal-Burning Boilers, Combustion, the Variable

BLAST, VAPORIZATION, CIRCULATION, Super-Heating, Supplying & Heating Feed-Water, &c., And the adaptation of Wood and Coke-Burning Engines to Coal-Burning, and in Permanent Way, Roadbed, Sleepers, Rails, Joint Fastenings, Street Railways, etc., etc.

By ALEXANDER L. HOLLEY, B. P.

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These Bonds are issued under the Act of Congress of March 8th, 1864, which provides that all Bonds issued under this Act SHALL BE REDEEMED IN COIN, at the pleasure of the Government, at any period NOT LESS THAN TEN NOR MORE THAN FORTY YEARS from their date, and until their redemption FIVE PER CENT. INTEREST WILL BE PAID IN COIN, on Bonds of not over one hundred dollars annually and on all other Bonds semi-annually. The interest is payable on the first days of March and September in each year.

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The Funded Debt of the United States on which interest is payable in gold, on the 3d day of March, 1864, was \$768,965,000. The interest on this debt for the coming fiscal year will be \$45,937,126, while the customs revenue in gold for the current fiscal year, ending June 30th, 1864, has been so far at the rate of over \$100,000,000 per annum.

It will be seen that even the present gold revenues of the Government are largely in excess of the wants of the Treasury for the payment of gold interest, while the recent increase of the tariff will doubtless raise the annual receipts from customs on the same amount of imports, to \$150,000,000 per annum.

The authorized amount of this loan is Two Hundred Million Dollars. Instructions to the National Banks acting as loan agents were not issued until March 26, but the amount of Bonds reported sold at the United States Treasury up to May 14th was

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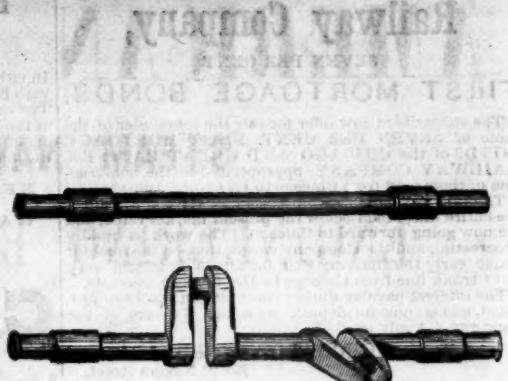
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OFFICE OF THE

ÆTNA
FIRE INSURANCE CO.
OF NEW YORK,

NEW YORK, January 12, 1864.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a Semi-annual CASH DIVIDEND to Stockholders of FOUR (4) PER CENT., payable on demand. Also, a SCRIP DIVIDEND of FIFTY (.0) PER CENT., to its Customers upon the premiums earned during the year ending December 31st, 1863, on all its policies entitling the holders to participate in the profits of the Company's business, and scrip will be issued on the 15th day of February. Also, an INTEREST DIVIDEND of SIX PER CENT., in Cash on all outstanding scrip, payable on demand; all free from Government tax.

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LOWMOOR, BOWLING & SEMI-STEEL.

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No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1842.

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MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.

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ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.

C. J. DESPARD, Secretary.

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COLUMBIAN (MARINE)
INSURANCE
COMPANY,**
Corner of WALL and NASSAU Streets.

CASH CAPITAL....\$1,000,000

Total Assets, June 2nd, 1863, less $\{$ \$2,008,661 03.
Losses adjusted and paid, /

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Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premium paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid \$300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon BULLS AND FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

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EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.

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